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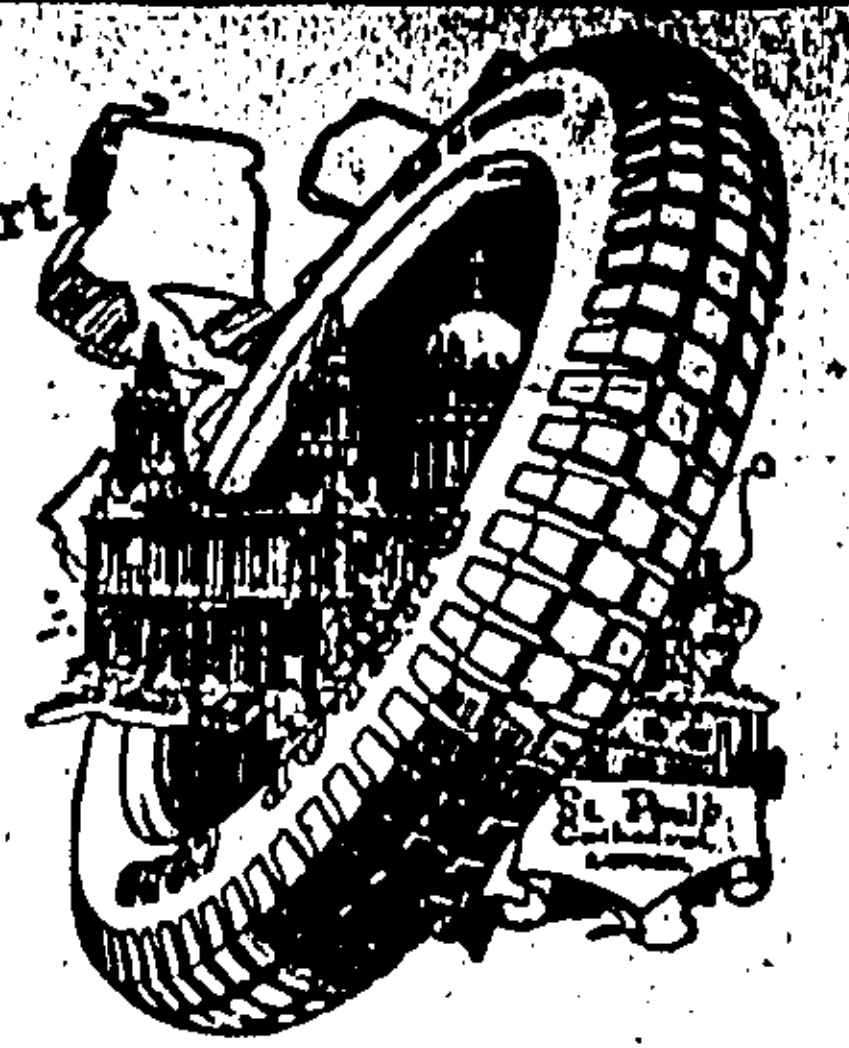
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JAPANESE GENERAL'S CANDID CONFESSION.

CHIEF OBJECTIVE IN SHANGHAI.

TO EXERT PRESSURE ON NANKING.

DESIGNED TO FORCE A SETTLEMENT.

(SPECIAL TO THE "TELEGRAPH").

Shanghai, Feb. 13, 9.15 a.m.
A NEW AND MORE CREDIBLE explanation of the Japanese war operations in Shanghai is forthcoming this morning. It makes no reference to the need for providing protection for Japanese nationals, stating frankly that the Japanese purpose is to bring pressure upon Nanking.

General Shimoto, the officer commanding the Japanese troops now operating in the Woosung area, in an interview to-day, declared:

PRIMARY PURPOSE.

"We have not come here to make war. Our object in landing troops is to bring pressure upon Nanking so that the necessary diplomatic negotiations may be brought to a satisfactory conclusion."

"Primarily, that is our objective. Not those mud trenches across the creek," said the general, indicating the Chinese positions round the Woosung Forts, continuing that "We can crush the defences raised against us this minute, but I hope it will not be necessary."

SHELL BURSTS IN ONION BED! NEARLY BRINGS TEARS TO EYES OF COMMANDER DAVIS.

(SPECIAL TO THE "TELEGRAPH").

Shanghai, Feb. 13.
The four-hour truce at Woosung was strictly observed and there was almost a complete withdrawal of non-combatants from the area. Among the few who declined to leave was Commander Davis, R.N. (ret.), the octogenarian proprietor of the Forts Hotel.

There he still resides, with his dogs, in the middle of the Woosung battlefield with the Union Jack flying gallantly overhead.

SHELL HAVOC.

It appears that both sides know and are trying to avoid hitting the hotel, though they have not been completely successful.

A number of bullets have struck the walls and a shell landed in the garden when the surrounding country was rapidly converted into the resemblance of a roughly ploughed field by the intensive Japanese bombardment of the past week.

WHY HE STAYS.

Interviewed to-day and asked

HOUNDS OF WAR LOOSE AGAIN.

(SPECIAL TO THE "TELEGRAPH").

Shanghai, Feb. 13, 9.15 a.m.

The belief that the removal of women and children from Chapei would lead to more ruthless operations by the Japanese against the Chinese defences has been more than borne out.

Heavy howitzers have been shelling the Chinese positions all night and tremendous damage is reported.

This morning at eight o'clock, Japanese aeroplanes recommenced their heavy bombardment of the fighting zone.

Admiral Nomura, interviewed by the North China Daily News, declared that Japan fully realised the importance of saving Shanghai from the consequences of an extension of the present operations.

DEARLY PURCHASED.

Japan, he said, was sensible of the fact that victory would be dearly purchased if it could be laid at her door that she was responsible for Shanghai's ruin.

If the Chinese are willing and able, he said, to induce the Chinese troops to evacuate Chapei, there would be no difficulty in negotiating a settlement.

In the Admiral's opinion, the trouble lay in the conviction of the Chinese that they had won a great victory.

SPEECHLESS.

He took out his visitor and pointed to the bedroom window, smashed by a bullet.

"The damned vandals are shooting bullets through my windows," he said.

Although he is really lucky that the hotel is still standing, the "scandal" of a shell which burst in his vegetable garden and bodily removed his winter onion crop, leaves him speechless.—*Reuter.*

Reinforcements.

Shanghai, Feb. 13.
After the short armistice yesterday morning, the fighting was resumed and about six o'clock when the Japanese again brought their heavy artillery into action.

Despite the strong rumours of



Japanese soldiers on the North Soochow Road extension on the alert for snipers. They are seen watching windows and roofs from which the snipers have been particularly busy.

HUBBUB AT GENEVA.

COUNCIL DECLINES TO INITIATE MEETING OF ASSEMBLY.

LONDON FEELING SHOWN

Geneva, Feb. 12.

The reluctance of the League Council to call a special meeting of the Assembly on China's invoking Article Fifteen was again shown this evening when the Council, of twelve, met to deal with China's note, which is considered to be embarrassing.

After a two hours' discussion, the Council decided not to take the initiative in calling a special meeting of the League Assembly. The Chinese delegation must assume full responsibility for convening the Assembly.

The terms of the resolution giving effect to the Council's decision were not drafted. A special committee has, therefore, been appointed in order to elaborate the text.

Public Meeting.

The Council will meet again on Monday when the subject will be publicly ventilated.

By the terms of Mr. W. W. Yen's letter this morning, the Chinese Government formally requested that the Sino-Japanese dispute be referred to the League Assembly and stated that only in the event of the Council taking the initiative would the Chinese Government be prepared to withdraw the application.—*Reuter.*

All delegates, except those of China and Japan, attended the Council meeting of to-night. As China's request was based on the application of Article Fifteen of the Covenant, the Council of the League will continue its discussions of the Far East question in the light of articles Ten and Eleven.—*British Wireless.*

L.O.N. UNION URGES SANCTIONS.

FOR RE-ESTABLISHING PEACE.

London, Feb. 12.

The Executive Committee of the League of Nations Union to-day passed a resolution urging that a meeting of the League Assembly be summoned and that the League, co-operating with the United States, exert whatever diplomatic or economic pressure is necessary to re-establish peace in the Far East. The suggested measures might

an imminent Japanese attack, the Nantao district remained unperturbed yesterday although the Chinese forces there have been reinforced.

The Second Nationalist Division under General Ku Chue-tung has arrived from Nanking and will serve under General Tsal Ting-kai, the officer commanding the Nineteenth Route Army. The main body of the "Ironside" regiments under General Chang Fat-kwai has reached Hangchow and they are to be transported to Shanghai on steamers.—*Reuter.*

NANTAO TERROR.

THOUSANDS IN FLIGHT.

FEAR ATTACK.

(Our Own Correspondent).

Shanghai, Feb. 13, 9.52 a.m.
Thousands of Chinese have fled from Nantao, creating a new problem for the Settlement authorities and the officials of the French Concession, which being closest is most affected.

The exodus is due to reports in the mosquito papers that a Japanese bombardment of the district is to be expected at any moment.

In the Settlement, it is not known whether there is any ground for the fear, but it is generally supposed that the Japanese have their hands sufficiently full elsewhere as to be unable to launch a serious attack in this new direction, even had they the desire.

The continued sniping of Japanese merchant vessels from Nantao, is said by the papers to be responsible for the contemplated action. The Japanese authorities, it is known, take a serious view of the incidents. There are many Japanese vessels anchored in the stream opposite the Nantao Bund and bullets have been whizzing across their decks day and night.

FRENCH ACTION.

The French authorities have prepared heavier street barricades to prevent the most unwelcome influx of Chinese from Nantao, and they are ready for immediate use.

It was reported in Chinese circles yesterday that more than ten thousand Chinese troops are now being concentrated at Nantao and that they will be competent to stop any attempted Japanese landing.

WATERLOO CUP GAMBLE.

BEN TINTO WINS £60,000.

(Reuter's Special Service).

London, Feb. 12.

Despite the popularity of the mechanical greyhound racing, the old-time coursing is still a great force in England.

This was proved to-day when a remarkably large crowd saw Ben Tinto win the Waterloo Cup, the Blue Riband of the coursing world.

Ben Tinto brought his owner £60,000 in wagers, which is as much as was won by the owner of

"Bulls and Innies" will be found to-day on Page Six.

Northdrift, who in winning the Manchester November Handicap effected the racing season's greatest gamble.

Ben Tinto is owned by Mr. J. Shand, a track and coursing enthusiast, who purchased him last year for sixty-six guineas.

CONTINUOUS ROAR OF BIG GUNS.

BATTLE RESUMED ON THE CHAPEI FRONT.

WOOSUNG OFFENSIVE IMMINENT.

(FROM OUR OWN CORRESPONDENT).

SHANGHAI, Feb. 13, 9.52 a.m.

THE PERIOD OF TRUCE appears to have been occupied by the rival forces in strengthening their defences and gun-power and preparing for future operations. Fighting on a big scale in Chapei is hourly expected and the Japanese are preparing to make another bid to capture the Woosung Forts.

Although General Shimoto, commanding the Japanese Mixed Brigade, and now directing operating operations at Woosung, has emphatically stated that there will be no offensive unless the Chinese continue to fire upon the Japanese troops, there are indications pointing to an early attack upon the Woosung entrenchments.

In the first place, the Chinese defenders are continuing to fire upon the Japanese army and any soldier venturing near the creek does so at the direst peril.

FRESH TROOPS.

And secondly, thousands of fresh Japanese troops are now being placed in position ready for a massed assault.

Thirdly, intelligence officers declare that a general advance will be made before Tuesday.

Up to the present, however, attempts to cross the Woosung Creek have always been repulsed without considerable difficulty, and even the throwing across of pontoons will not ensure success as the narrow line will be subjected to the concentrated fire of dozens of machine-guns.

CHAPEI SORTIES.

In Chapei and Kiangwan, the combatants have not changed their positions. Sorties have been carried out by both sides, usually with heavy casualties to the attackers and no effective reply.

There were some brief engagements in Chapei yesterday afternoon and a heavy artillery bombardment by both sides broke out early last evening, the terrific

CEASELESS SHELLING.

The shelling recommenced this morning and continues incessantly. The tendency appears to be to limit land attacks to a minimum, the sorties being largely for the purpose of discovering where and if troops are massing for a big assault. Both sides generally are content to attempt to drive their rivals from their positions by raking them, by shell-fire, too hot to hold.

SNIPERS AT LARGE.

Japanese aerial bombardments in the region of Markham Road this morning drew upon the planes a hot anti-aircraft fire. The Japanese heavy artillery at Hongkew Park replied.

The Japanese allege that during the truce yesterday, a number of Chinese snipers disguised, mingled with the crowds and came into the Settlement with the refugees.

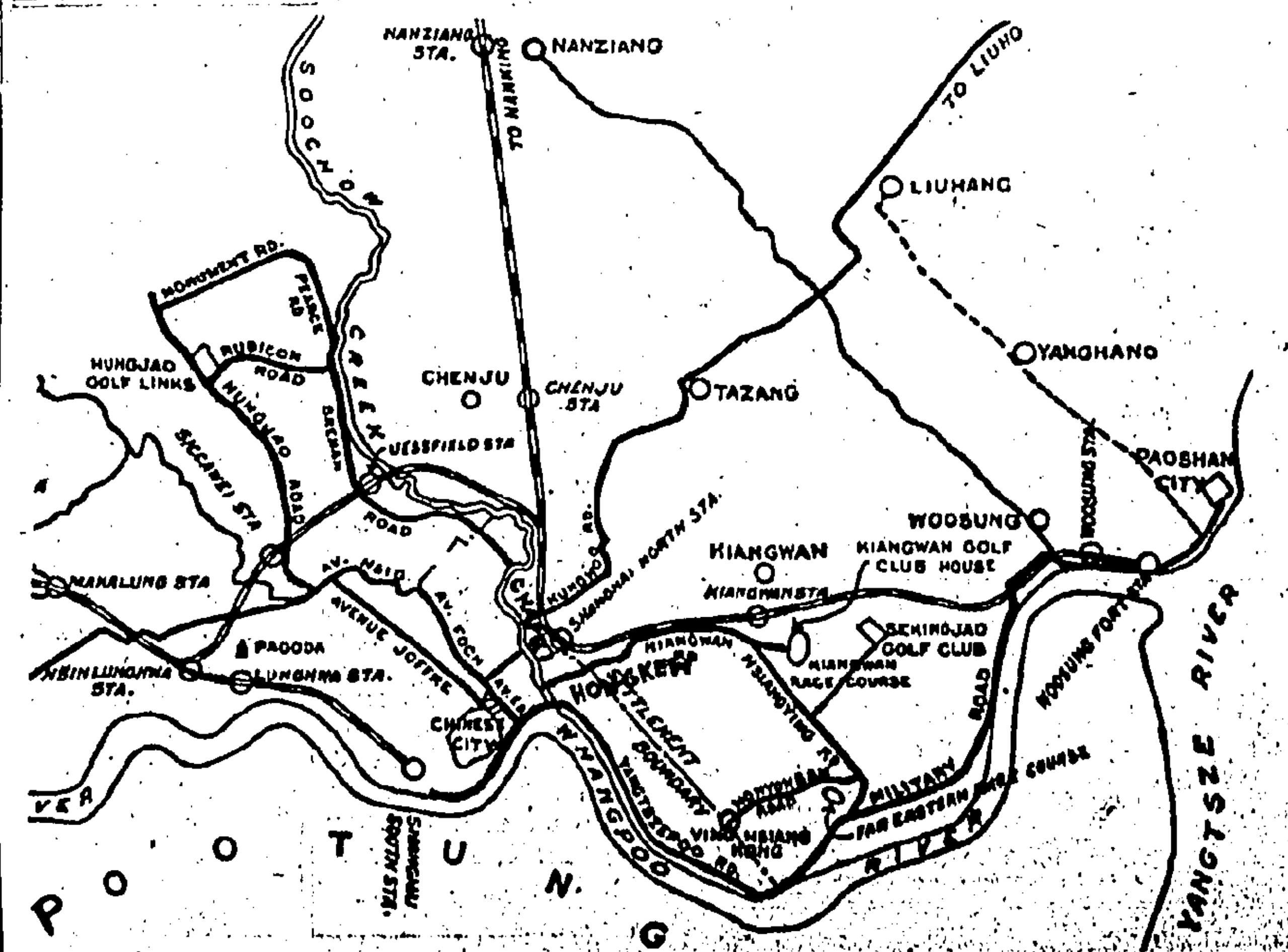
SHRAPNEL FLYING.

Shanghai, Feb. 13, 10.40 a.m.
Eight Japanese planes are now over Chapei reconnoitring and dropping bombs. The Chinese are trying to bring them down with shrapnel shells, but none of the planes have been hit, while many of the shells have exploded over the Settlement, several in the Dixwell Road area.

Chinese artillery now being heard reveals that bigger guns than those hitherto in use are active. This is a reply to the Japanese howitzers.—*Our Own Correspondent.*

Writing under date of Thursday, our Wuchow correspondent states that after six days of New Year's holidays, the merchants are re-opening their

doors for business. Boats, which had ceased running, are again plying in both directions on the West River, which has risen over four feet during the last few days.



A new map of Shanghai, showing the whole values of the Japanese operations. There are rumours that they plan to attack Nantao and Chapei. Shanghai South Station is in the heart of Nantao.

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ARRIVES.**

MISS VON ETZDORF ON
WAY TO GERMANY.

One of Germany's best known
lady aeroplane pilots, Miss Margu
von Etzdorf, who has covered
thousands of miles by air alone, and
who flew by herself from Berlin to
Tokyo in August of last year in
eleven days, arrived in Hongkong
yesterday morning on board the
s.s. Oldenburg from Japan, together
with her low-wing Junkers mono-
plane, in which she intends to fly
back to Berlin from Hongkong.

It is not often that long distance
fliers touch at Hongkong, especially
members of the gentler sex, and
Miss von Etzdorf has the honour
of being the second long distance
lady flier to come here, the first
being the Hon. Mrs. Victor Bruce.
When interviewed in the German
Consulate yesterday through the
courtesy of Dr. Bruno Hahn, Miss
von Etzdorf proved to be a most
charming young lady, with all the
confidence of an experienced and
fearless pilot.

Cat as Passenger.

Our representative had not been
talking to her for long before she
went in search of "Ju" in an outer
office, and returned with a plump
and contented cat of Japanese
breed, which was given to the
aviatrix in Kobe by a number of
her countrypeople. "Ju" is a beauti-
ful cat, white and brown, with
a stumpy tail, and travels with Miss
von Etzdorf in the front cockpit,
under the watchful eye of his mis-
tress who controls her machine
from the rear cockpit. He appears
thoroughly to enjoy trips in the
air.

Miss von Etzdorf explained the
reason why she had not flown from
Japan to Hongkong, much to her
disappointment, this being because
of the trouble up north. She flew
from Berlin to Japan via Siberia
towards the end of August last
year, but when she was going to
return, the Manchurian incident
cropped up and after she had
actually started on the return trip,
and the receipt of cables advising
her to go back caused her to return
to Japan. The later trouble at
Shanghai definitely made flying to
Hongkong impossible.

The first part of the return trip
by air being most inadvisable, she
was compelled to wait a consider-
able time before she could get all
the permits necessary for trans-
porting her aeroplane from Japan
to Hongkong, which was the nearest
suitable place from which she could
take off.

Hazardous Sea Flight.

Miss von Etzdorf, when asked
if any exciting experiences had be-
fallen her, said that when she com-
menced her return trip from Japan
to Korea, a flight which took her
seven hours, she ran into very
heavy weather but decided that the
best thing she could do was to go
on. The biggest part of this hop
was over the sea, but she carried
on and managed to make land,
where she alighted safely, with the
last few drops of petrol running
into the carburettor.

She recalled another incident on
the outward journey when, owing
to engine trouble, she made a safe
forced-landing in Siberia. She
repaired the engine in about half
an hour and took-off again and com-
pleted that hop in safety.

Asked if she had any particular

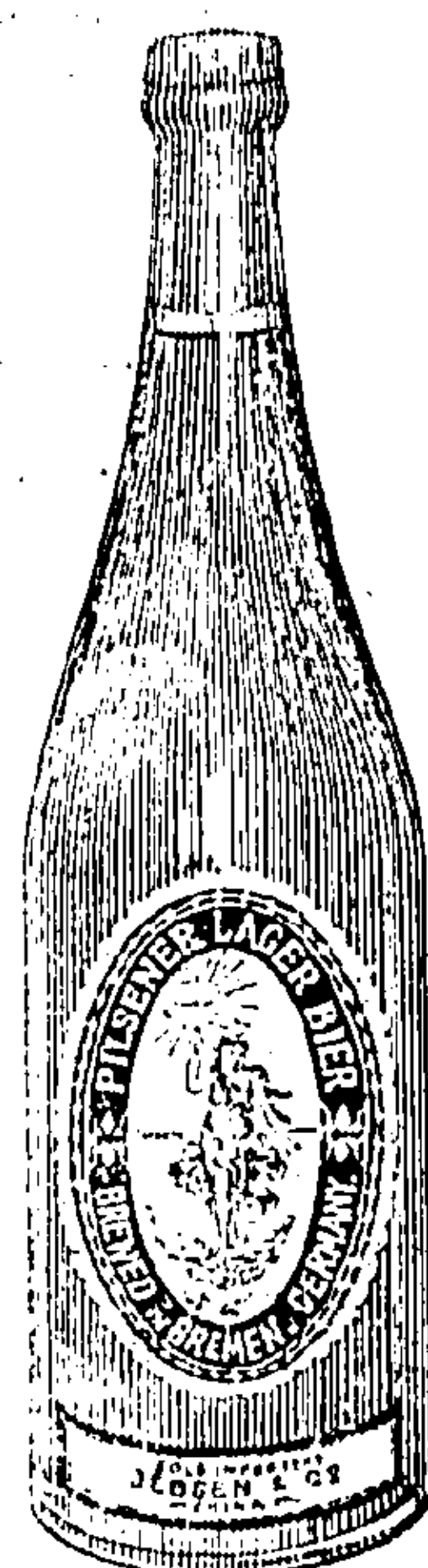
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AT THE KING'S
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purpose in making the trip, Miss
von Etzdorf said she was merely
flying for sport and pleasure, and
remarked that she had previously
made a solo tour of Africa.

A British Engine.

Miss von Etzdorf is flying a
Junkers low-wing monoplane,
powered with a British engine.
(Continued on Page 10.)

NEXT CHANGE AT THE CENTRAL!

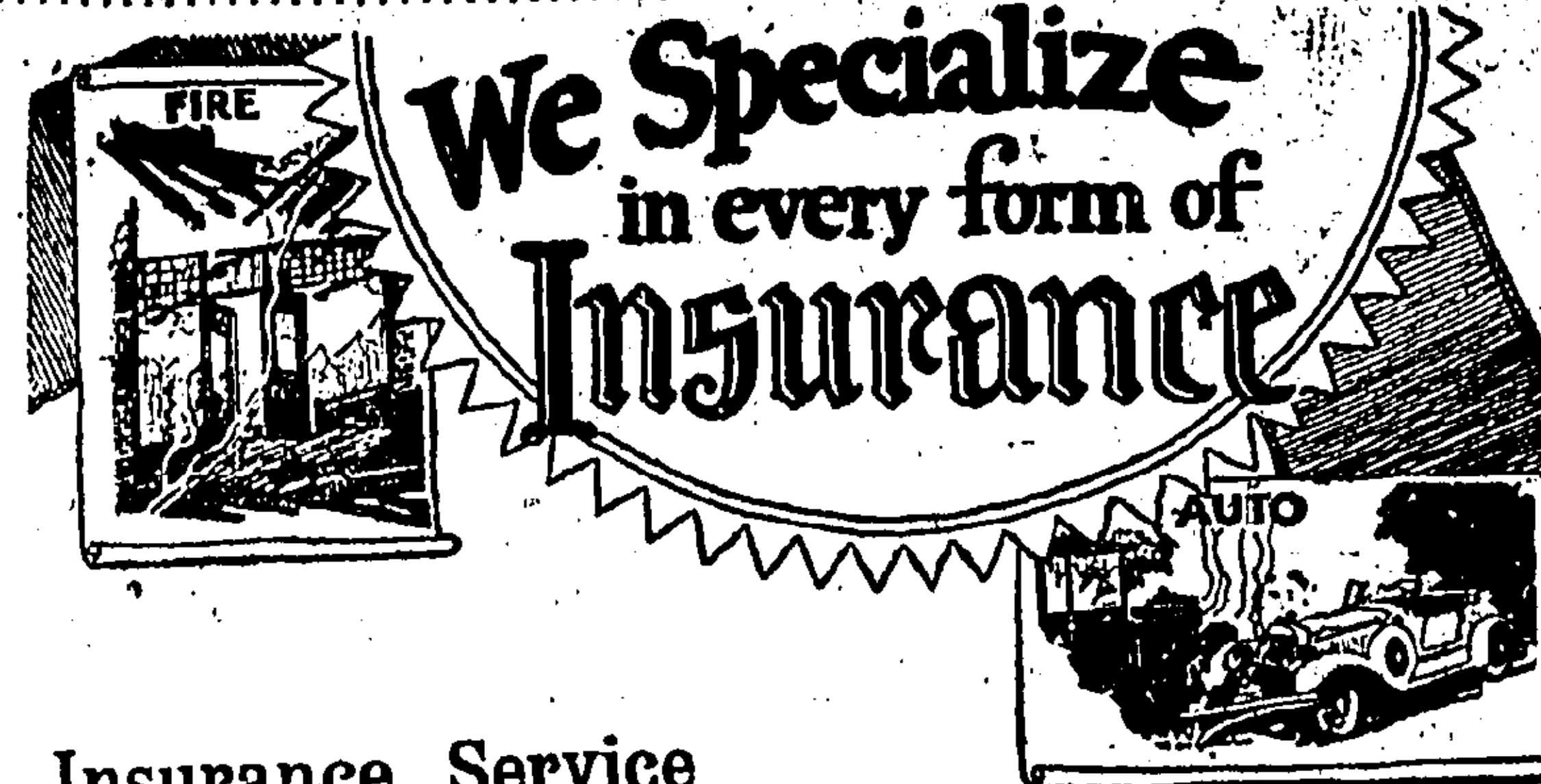
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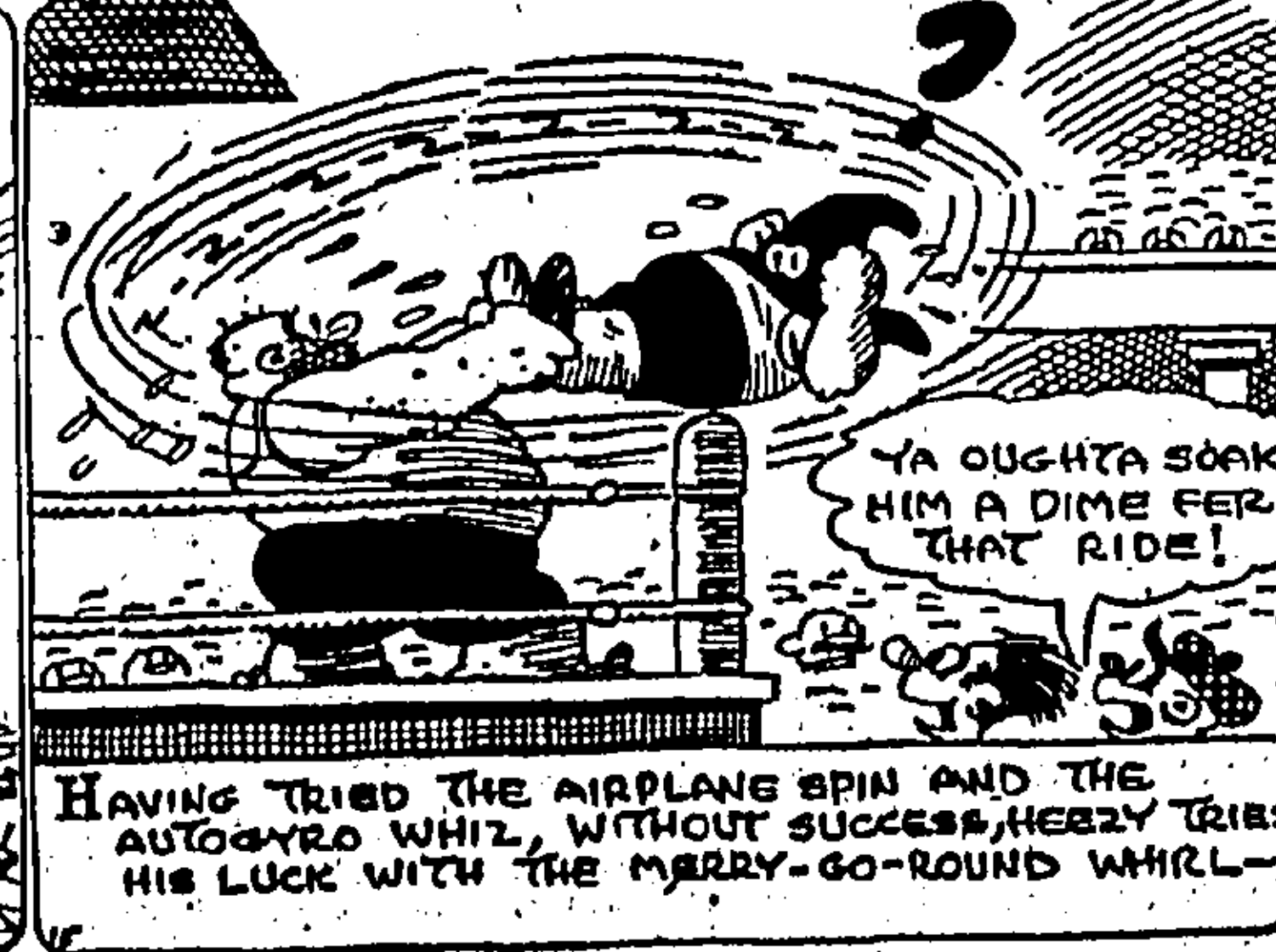
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HEEZALL MUSSLEBOUND
AND THE MASKED
MYSTERY IS ON —
AND OFF TO A GOOD
START! TWICE HAS
HEEZLY FLOPPED ON
THE MAT, BUT ONLY
ONE SHOULD, IN-
STEAD OF TWO, BIT
THE DUST—PARDON
WE MEAN RESTED
ON THE CANVAS



KEEP YER
SEATS!
THE
MASKED
MYSTERY
WILL BE
BACK IN THE
RING BY
TOMORROW-
SO THE
BOU
CAN
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BEGIN HERE TO-DAY.

Anne, Cecily and Mary-Frances Fenwick live with their grandparents, once wealthy, now so impoverished that Anne and Cecily's earnings support the household. The sisters have been orphaned since childhood. The grandparents are known respectively as "Bossie" and "Grand" and they lead on keeping up pretences of their former wealth. Anne, 28, and Cecily, 25, do secretarial work, and Mary-Frances, 18, is still in school. All the girls are attractive. When the story opens Anne has been engaged to Philip Errol, young lawyer, for eight years. They cannot marry because Anne knows her sisters and grandparents depend upon her to manage their home.

Cecily brings Barry McKee home to dinner without telephoning. She has known him only a short time but is falling in love with him. Anne points out there is nothing in the house with which to prepare a company dinner.

CHAPTER IV

"You act as if it were my fault," said Anne, and pushed some more cans.

"No, I don't," Cecily disputed. "That's the trouble here, though. Everything is horrid and awful all the time, and it never is anybody's fault. I mean, it really isn't ever anybody's fault. Well, I'll go and tell him."

She would have to make a joke of it. How should she begin? "Frightfully sorry—" No, that sounded affected and too true. "The silliest thing has happened—" Having no food in the house was not a subject for jokes; it was wretched, and humiliating, and humoursless. At least she could refuse his invitation to go somewhere and dine with him. Possibly, probably, he wouldn't ask her. He'd have to ask her.

"Cecily," Anne was holding her arm. "Where are you going? What do you mean you are going to tell him?"

"That he can't have dinner." "I must say! That would be nice, wouldn't it? What would he think of us? The ideal I've found some minced chums—I thought we had a can of them—and I'll make chowder. We'll have a jelly omelet, there are plenty of eggs, and hot mullins. For dessert we'll have nuts and cheese—there's a lot of that good cheese that Mrs. Hill sent from her brother's farm—and I'll toast some crackers. If there's nothing on the table but the chowder when we sit down, Grand will say a short grace. That's a big advantage, and—"

Cecily tossed back her head and laughed and caught Anne in her arms. "Angel! You're so good and so funny, and you don't know it! You're a peach, and a little holy person, and a blessing undisguised, and—"

"Don't," said Anne. But then she patted Cecily's cheek and said, "Silly—silly," and smiled stoutly in spite of the something aching within her consciousness that was insisting ever and over. "She does care for him. She really cares for him. She cares that much."

Grand's grace had been short to the point of abruptness. The chowder had been fair and very hot; the omelet a picture garnished with parsley, and cooked carrot rings; the salad a gray quip that only Anne could have produced, and the mullins puffed yellow paragon. Rosalie, though she had girded on all her cosmetics before she came forth in the pink velvet blouse and her second best old black skirt, had been, perhaps, not too charming. Barry couldn't have been so deferential had he thought her merely a silly old thing. And Grand, up to

the present painful moment, had been courteous and unquestioning. Now, as he cracked the walnuts—he had explained that they grew right here on our own trees on our own estate, and why the nuts, trees, and estate were superior to all other nuts, trees, and estates—he had begun that inquisitive authoritativeness that he liked to assume with young men.

"You have been in the building construction business for some time, I take it?"

"No, sir," Barry was as pleasant as could be. "Only for about six months. After I left the university—"

"May I ask what university, and why you left?"

"Stanford. I'd been graduated, you see—time to go. I went east and was there for two years in newspaper work."

"And what part of the east? And what class of newspaper work did you pursue?"

"New York. Cub reporting, and some magazine work on the side."

"Ah. You will forgive me if I say that it is difficult for me to understand why any young man who has, with even slight success, embarked upon the sea of journalism should abandon it to become a mere superintendent of building construction?"

Cecily's cheeks burned until it was hard to keep her hands away from them. That "mere," how unspeakable of Grand to say it! Barry was hesitating. Undoubtedly he was determining not to answer at all. She couldn't blame him; he was so sensitive about his health; and why should he answer all these personal questions?

"Surely, sir" (the darling, he was going to be polite), "I know how you feel about it. But, you see, I had some annoying bronchial trouble. The doctor seemed to be positive that an outdoor job in a milder climate was necessary for a winter or two. Portland used to be my home; so I wrote to my uncle here, and he offered me a place. I'd worked for him summers while I was going to Stanford. He'd had some trouble with the man he fired—dishonesty—so he's good enough to say that he is glad to have me in the job."

"I see. And your health? Has it been restored?"

"Yes, sir, thank you. I'm feeling fine, and the doctor here tells me that it is merely a matter now of gaining a few more pounds. Staying out of doors, eating a lot and sleeping a lot—mighty easy course to follow."

"Your parents live here, do they?"

"I live here with my uncle and aunt," Barry replied, without a moment's hesitation, and Cecily thrilled to his cleverness. Smart. Possibly one couldn't trust a man as clever as that, but trust might be allowed to go by the board for well, admiration, something of the sort. And Grand, sitting stern behind his beard and thinking he had been answered.

"Do you plan a return to your journalistic career?"

"Dear heavens, would Grand never stop it? Was Barry going to tell him about the book that he was writing? Barry had said that he had told no one out here except Cecily, and that had been gratifying. Still, since he was brilliant and wonderful and wise enough

actually to be writing a book, she did wish he'd take Grand down a peg by boasting of it.

Barry answered, "This northwest country, with its mountains and trees and mildness, gets hold of a person, don't you think so? After a certain length of time out here, it is hard to plan deliberately to leave it."

Smart! Right there on the up-take every time. Grand grabbed the bait like a good fellow.

"My boy, this northwest country, as you say, is God's own country. I use the expression with due reverence, and I trust with due humility. This northwest country—"

The telephone bell rang. For no discoverable reason except that it had been installed there in the age of inconveniences the telephone hung high on the dining-room wall.

Mary-Frances jumped to its summons and stood on tiptoe and said, "Hello," in a high and wholly artificial voice, and followed it with, "Oh, Ermintrude!" as if Ermintrude had been abroad in far countries for many years, and said next, "Yes, I have my algebra," which, decoded, meant, "The family is in here, and I can't say a word."

Mary-Frances's share of the conversation, after that, was made up largely of breathless negatory exclamations, prefixed and suffixed unflinchingly with her friend's name. "No, Ermintrude!" "Ermintrude, no!" "Really, Ermintrude!" "Oh, Ermintrude, no!" With an occasional plea for haste: "Oh, hurry, Ermintrude!"

The family and their guest strove to carry on. They tried talking over, under, and around the high silvery tones that Mary-Frances used exclusively for telephonic communications. They were worsted in all attempts—undertones were enveloped; raised voices gave an impression of commonplaces being shouted in footless competition with the trilling enthusiasms from the east wall. Presently they gave it up and smiled, patiently, shamefacedly, amusedly, absent-mindedly, according to each one's mood, and waited in silence while Grand slowly diminished the mound of shelled nuts he had piled beside his plate.

Since they had to wait there, anyway, it was too bad that they could not have heard Ermintrude's part in the dialogue.

(To be Continued.)

IL DUCE AT VATICAN.

PRAYERS AFTER INTERVIEW WITH POPE.

Vatican City, Feb. 12. After an interview with the Pope, Six, Mussolini, surrounded by a small group of attendants went to St. Peter's where he was preceded by Mgr. Pellizzo, whose attendants were dressed in crimson breeches and stockings which made a picturesque touch.

Mgr. Pellizzo handed holy water to Il Duce who made the sign of the cross and then knelt in prayer before the tomb of St. Peter. He then prayed before the sacrament where a special prieu dieux, upholstered in velvet had been installed for him.

The Basilica was decked with crimson hangings in readiness for tomorrow's special mass on the occasion of the 10th anniversary of the Pope's coronation.—*Reuter's Special Service.*

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FOR 1932

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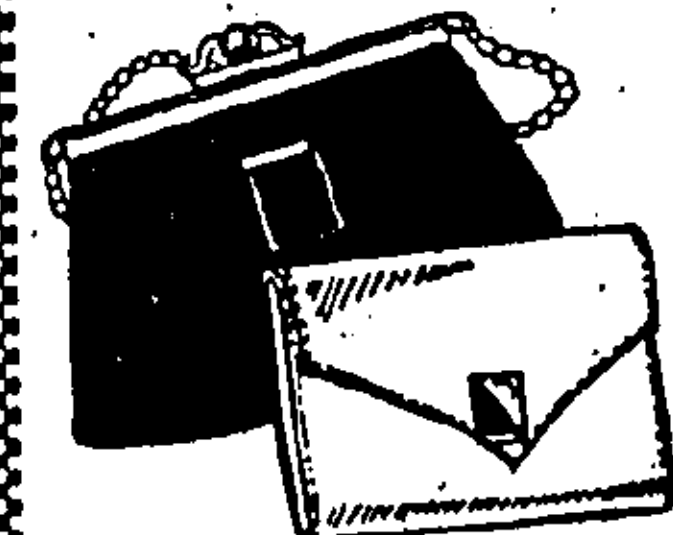
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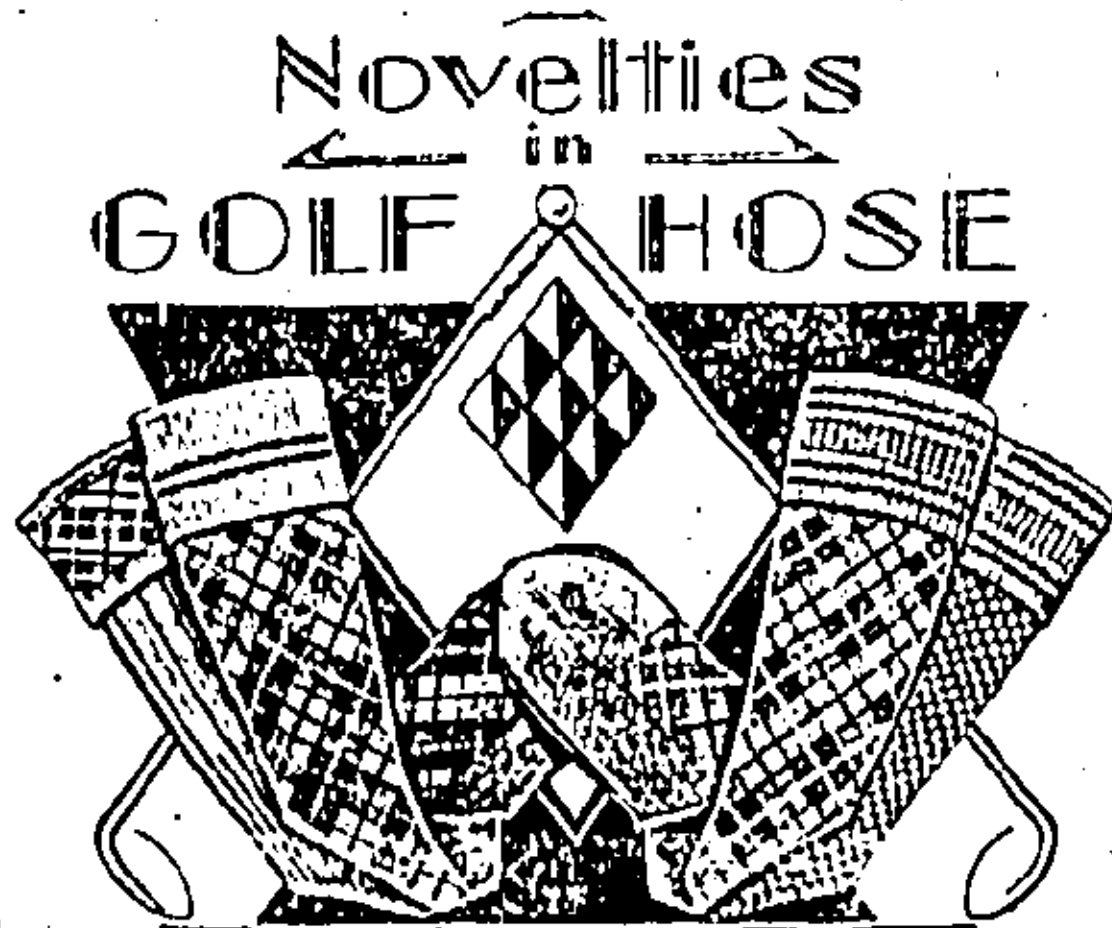
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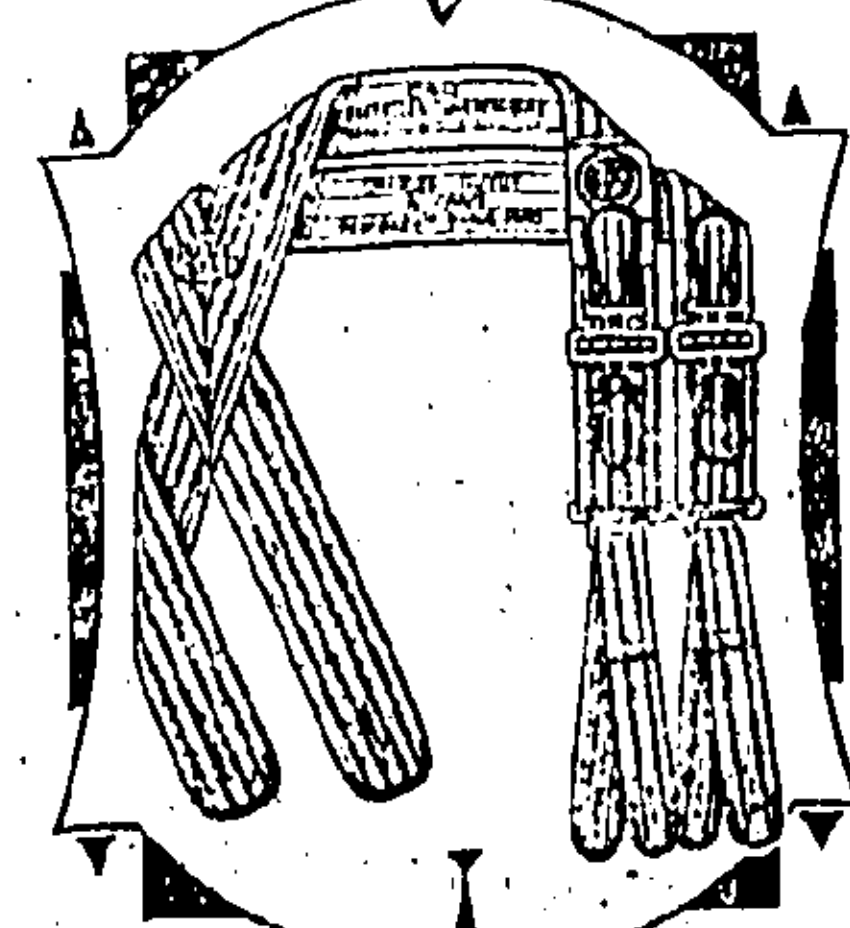
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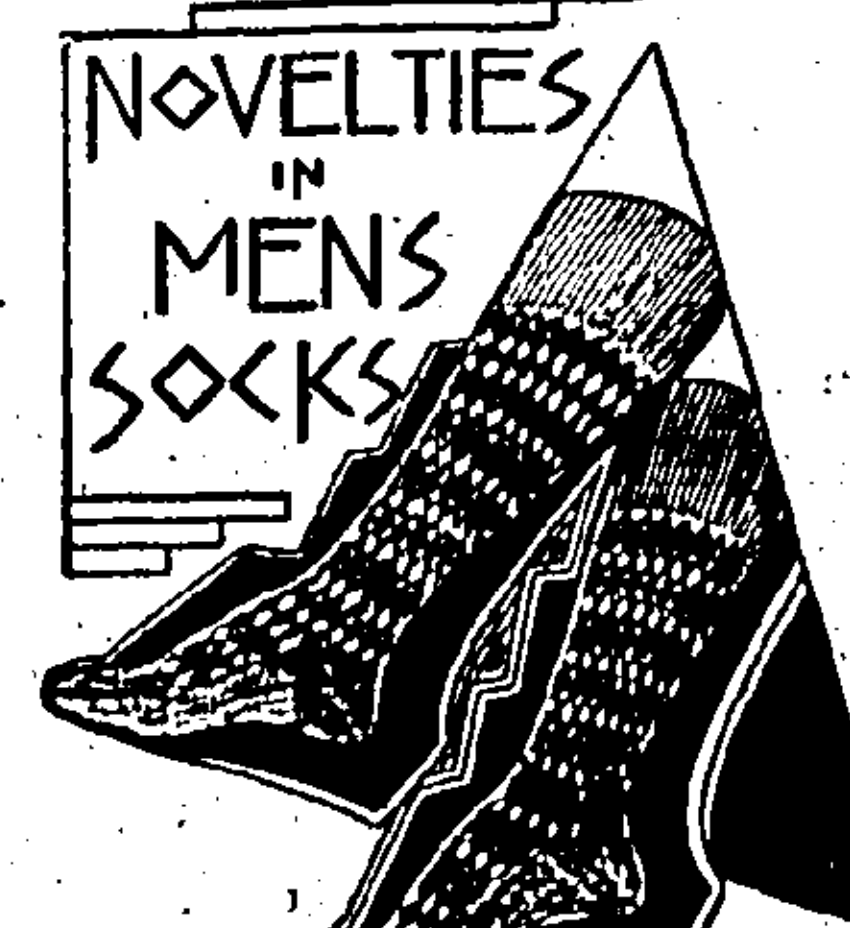
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Smart designs in Wool and
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English Manufacture.

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TO-DAY'S WANTS.

25 WORDS \$1.60
(\$2.00 if Not Prepaid.)
The following replies have been received:—
916.

TUITION

WANTED.—Lady teacher to teach young lady shorthand (Miss Grege's) and typewriting. Mornings only. Write Box 918, "Hongkong Telegraph."

WANTED KNOWN

MISS VIOLET CAPELL will be resuming her dancing classes as from the 1st MARCH. Kindly address all enquiries to No. 9, Torres Bldg., or phone 67117 after the 20th February.

LOVERS of DANCING will be pleased to hear that the European "SELECT DANCE CLUB," 17, Queen's Road, will give its first Dance on February 22nd at 8.30. English orchestra in attendance. Ladies by courtesy. Apply personally for Private Entrance-cards from 3 to 9 p.m. All names must be given at least four days before the Dance. Limited number only. "Membership" cards will be issued next month. Special Dances will be given once a week for Service Men only.

FOR SALE

FOR SALE.—ALASATIAN PUPS 2 Dogs and 2 Bitches 8 weeks old. Apply to H. Major, 4th Floor, Union Building.

TO LET

TO LET.—Pokfulam Road, 2 semi-detached Houses, three stories with a central staircase. Fine view, spacious ground. Apply to Catholic Mission, 10, Caine Road.

APARTMENTS

AIRIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57367.

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LAST TWO MATINEES SATURDAY & SUNDAY

At 4.15 p.m.

Children half price to Matinees
Sunday, 14th February last night in Kowloon.
Booking at Moultre's.

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Proprietor.

R. BELL,
Representative.

NEW ADVERTISEMENTS.

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL SHOW of FLOWERS and VEGETABLES will be held at the VOLUNTEER HEADQUARTERS on THURSDAY, the 3rd MARCH, 1932, from 3 p.m. to 7 p.m.

ENTRIES will DEFINITELY CLOSE at noon on THURSDAY, the 25th FEBRUARY, 1932, at the Hon. Secretary's Office, 11, Queen's Road, Central, but intending Exhibitors are requested to SEND IN THEIR ENTRIES AS EARLY AS POSSIBLE.

Members who have not yet paid their subscription and ALL THOSE who WISH to JOIN the Society are requested to send \$5.00 immediately to the Undersigned.

J. T. BAGRAM,
Hon. Secretary.

HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the Head Office of the Corporation, No. 1, Queen's Road, Central, Hongkong, on Saturday, the 27th February, 1932, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December, 1931.

The Register of Shares of the Corporation will be closed from Monday, the 15th February, to Saturday, the 27th February, 1932 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors,
V. M. GRAYBURN,
Chief Manager,
Hongkong, 5th February, 1932.

NOTICE.

HONGKONG RIFLE CLUB.

The inaugural meeting in connexion with the above will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on Monday, 15th February, 1932, at 5.30 p.m.

All interested in Rifle Shooting are requested to attend.

E. R. DOVEY,
Hon. Secretary.

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders will be held at the Hongkong Hotel, Hongkong, on Monday, the 29th February, 1932, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1931.

The Transfer Books of the Company will be CLOSED from Thursday, 18th February, to Monday, 29th February, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 10th February, 1932.

CHURCH NOTICES.

First Sunday In Lent.

LOCAL SERVICES.

St. John's Cathedral.

The following are the services at St. John's Cathedral to-morrow, 1st Sunday In Lent:

Holy Communion 8 a.m.
Holy Communion (Peak Church) 8 a.m.

Children's Service 10 a.m.
Matins and Sermon 11 a.m.
Preacher: The Dean. Subject, "Reverence."

Evensong 6.30 p.m.
Preacher: Rev. H. V. Koop. Subject, "God In Action."

Protestant Cemetery.

Chapel (Services in connexion with St. John's Cathedral.)

There will be shortened Evensong with address in the above Chapel at 6.15 p.m. to-morrow.

The subject of the address will be, "The Obedience of Christ."

This is the first in a series of addresses on "Aspects of Christ's Life and Ministry," which will be given during Lent.

ST. ANDREW'S CHURCH.

(Kowloon).

Sunday, February 14, 1st Sunday In Lent.

8.15 a.m. Holy Communion.

10.00 a.m. Primary Sunday School

Young People's Service.

11.00 a.m. Morning Prayer and Sermon.

Preacher, Rev. A. D. Stewart.

2.45 p.m. Intermediate & Senior Sunday School.

6.00 p.m. Evening Prayer and Sermon.

Preacher, The Vicar.

Subject, "Sacrifice in the Old Testament."

WESLEYAN CHURCH.

The following are the services at the Wesleyan Methodist Church, Wanchai, (Opposite Royal Naval Hospital, Queen's Rd., E.)

Sunday, February 14, 1st Sunday In Lent.

Morning Service: 10.15 a.m.

Evening Service: 6 p.m.

Preacher: Rev. Ervin G. H. Tribbeck.

Sunday School: 3 p.m.

At the Sailors' and Soldiers' Home

Sunday at 8.15 p.m. Service

Men's Hour, Monday, February 15th, 5 p.m. Sunday School social.

Tuesday at 8 p.m. Fellowship Meeting.

Wednesday at 8.30 p.m. Debate.

UNION CHURCH.

(Hongkong).

Sunday, February 14, 1932.

Preachers: The Rev. Dr. W. P. Merrill, of the Brick Presbyterian Church, of New York, and the Rev. John Roberts, B. A., of Cardiff.

Morning Services.

Sunday School at 10 a.m.

Naval Parade Service at 10.15 a.m.

Service for Public Worship, 11 a.m.

The preacher at this service will be the Rev. Dr. W. P. Merrill.

Dr. Merrill is a member of the American Laymen's Foreign Mission Inquiry Commission which arrived here on Wednesday last.

by the P. & O. liner Carthage. Dr. Merrill has been Minister of the Brick Presbyterian Church, New York City, since 1911.

Afternoon.

Sunday school at Taiiko 2.45 p.m.

Evening Service 6 p.m. Preacher, the Rev. John Roberts. Mr. Roberts left his home in Cardiff, South Wales, in January, and arrived here on Wednesday by the Carthage. He is proceeding to Chuanchow, near Amoy, to join the staff of the Presbyterian Missionary College. Mr. Roberts studied at St. Catherine's College and Westminster College, Cambridge. He volunteered for the Mission field and was appointed to Chuanchow. Whilst at Cambridge he played rugby football and was selected to play for the Cambridge University team against the Oxford team in 1927 and 1928. Mr. Roberts has also played for Wales in thirteen international matches. It is a privilege to welcome both the Rev. Dr. Merrill and the Rev. John Roberts to our Church and we hope that many will take advantage of this opportunity.

A social hour will follow the evening service, Community singing conducted by Dr. L. T. Ride.

THE HONG KONG JOCKEY CLUB

ANNUAL RACE MEETING, 1932

20th, 22nd, 23rd, 24th and 27th February, 1932.

On Saturday 20th, Monday 22nd, Tuesday 23rd, and Wednesday 24th February, the first bell will be rung at 11 a.m., and the first race will be run at 11.30 a.m. On Saturday, the 27th February, the first bell will be rung at 1 p.m. and the first race will be run at 1.30 p.m.

The tiffin interval will be taken after the fifth race on the first four days.

MEMBERS' BADGES AND ENCLOSURE.

Members are reminded that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10.00 per day including tax—or \$40.00 including tax for the Meeting (ladies \$5.00 and \$20.00 respectively), are obtainable through the Secretary upon introduction by a Member such Member to be responsible for all chits, etc.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.

A limited number of Tiffins will be obtainable each day at the Club House, provided they are ordered in advance from the No. 1 Box Telephone No. 21920.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$4.00 per day including tax for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1.00 per day including tax.

Bookmakers, Tie Tac men, etc. will not be permitted to operate within the precincts of The Hong Kong Jockey Club during the Race Meeting.

Tiffins will be obtainable in the Restaurant in the Public Enclosure.

SERVANTS' PASSES.

Passes for Servants will be issued on application to the Secretary, 3rd Floor, Gloucester Building.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' passes in their possession will forfeit the same and will be removed from the enclosure.

By Order.

C. B. BROWN,

Secretary

Hongkong, 8th February, 1932.

SEVENTH DAY ADVENTISTS

Seventh-day Adventist Chapel, 20, Ice House Street. Services: Saturday 2 p.m. Preaching by Pastor O. A. Hall.

Saturday, 3.00 p.m. Sabbath School.

Sunday night 6 p.m. Preaching, Subject, "Can the Living Talk to the Dead?" by Pastor S. W. Shaw.

Wednesday, 8 p.m. Prayer Meeting.

A cordial invitation is extended to all.

FIRST CHURCH OF CHRIST, SCIENTIST.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Soul."

The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of the Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

MACAO

DOG RACING

SATURDAY NIGHT

8.30 p.m.

SUNDAY 2 p.m.

Public Stands 40 cts.

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Sat. 8.00 a.m. Sui Tai

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Sun. 9 a.m. Sui Tai

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POST OFFICE NOTICE

INWARD MAILS.

From	Per	Date
Manila	Emp. of Russia	February 13.
Japan and Shanghai	Hikawa Maru	February 14.
Manila	Pres. Grant	February 15.
Japan and Shanghai	Athos II	February 16.
Saigon	Andre Lebon	February 17.
Australia and Manila	Atsuta Maru	February 18.
Japan and Shanghai	Hakusan Maru	February 19.
Japan and Shanghai	Shinyo Maru	February 19.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B.C., 30th January)	Empress of Japan	February 19.
Straits	Kashima Maru	February 20.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 22nd January)	Pres. Garfield	February 20.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 20th January)	Pres. Lincoln	February 22.
Calcutta and Straits	Santha	February 24.

OUTWARD MAILS.

For	Per	Date and Time.
Sandakan	Hinsang	Sat., Feb. 13, 1.30 p.m.
Saigon	Halvard	Sat., Feb. 13, 4.30 p.m.
Manila	Pres. Cleveland	Sat., Feb. 13, 4.30 p.m.
Sandakan	Yusang	Sat., Feb. 13, 6 p.m.
Japan and "South American Ports"	Bokuyo Maru	Sat., Feb. 13, 6 p.m.
Bangkok	Michael Jebson Sun	Feb. 14, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Feb. 14, 9 a.m.
Bangkok via Swatow	Kiangsu	Mon., Feb. 15, 1.30 p.m.
Hollow and Bangkok	Kwalyang	Mon., Feb. 15, 1.30 p.m.
Swatow	Hydranga	Mon., Feb. 15, 3 p.m.
Poochow	Nowehwang	Mon., Feb. 15, 3.30 p.m.
Manila, Makassar and Sourabaya	Tjilongara	Tues., Feb. 16, 9.30 a.m.
Fort Bayard, Holhow, Pakhol and Haiphong	Tonkin	Tues., Feb. 16, 12.30 p.m.
Swatow, Amoy and Poochow	Halyang	Tues., Feb. 16, 1 p.m.
Straits and "Europe via Marseilles"	Aemas	Tues., Feb. 16, K.P.O.

Reg., 10 a.m.
Letters 1 p.m.
G.P.O.
Reg., 1.15 p.m.
Letters 2 p.m.
(Due Marseilles, 19th March)

Shanghai, Japan, Honolulu, U.S.A., "Canada, Central and South America and "Europe via San Francisco and "Europe via Siberia

President Grant Tues., Feb. 16.
Farels, Feb. 16, Noon.
Reg., Feb. 16, 1.15 p.m.
Letters, Feb. 16, 2 p.m.
(Due San Francisco 8th March)

Saigon, Ceylon, India, Mauritius, East and South Africa, and Europe via Marseilles

Athos II Tues., Feb. 16.
K.P.O.
Reg., 1 p.m.
Letters 1 p.m.
G.P.O.

Reg., 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles, 19th March)

Manila Asama Maru Thurs., Feb. 18, 2.30 p.m.
Amoy Kumang Thurs., Feb. 18, 5 p.m.

"Dispersed Correspondence only."

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with
BILLIE DOVE
A FRANK LLOYD PRODUCTION.
1932 United Artists Picture.



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CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

A British picture from a studio that has very materially contributed to the outstanding position occupied by British films today is in the programme at the King's Theatre tomorrow. "Tons of Money" made history as a farce eight years ago. It is said that as a talkie it is even better entertainment. Tom Walls, who directed "Tons of Money," had the distinct advantage of being able to include in the cast Ralph Lynn, Yvonne Arnaud, Mary Brough and Robertson Hare, all of whom were in the original stage production which ran to 737 performances.

The farce is rich in fun, crowded with "good lines" and guaranteed to cause continual merriment. Ralph Lynn, for his performance, has been termed "The Chaplin of farce."

"The Squaw Man."

For those who like their thrills strong and with plenty of "pepper," it is said that Cecil B. De Mille's new talking picture, "The Squaw Man," which will open to-morrow at the Queen's Theatre, is "just what the doctor ordered."

The famous tale, one of the three most successful stage plays ever written, shifts colourfully between England and Arizona for its geographical backgrounds. It begins with a man accusing a cousin of being in love with his wife. It mounts upwards in excitement when the cousin leaves England, taking upon himself the disgrace of their wife. It picks up James Wynne's now "Jim Carson" in Arizona. He is threatened by Cash Hawkins, a neighbouring rancher, who wants his place as a bootleg rendezvous. Carson saves Natrich, an Indian squaw, from the insults of Hawkins. Hawkins returns to kill Carson, and is shot himself by a bullet from an unknown gun.

Carson is shot down from ambush, and nursed back to health by Natrich. Lord Henry of Kerhill, Carson's English cousin, dies and confesses the guilt for which Jim was blamed. Lady Diana comes to Arizona to seek Jim, and find him married to the squaw, Natrich. The sheriff finds proof that Natrich killed Cash Hawkins and the girl flees. She returns in time to see Little Hal taken to England by Sir John and Lady Diana to be educated. As Jim hears the door against the pass, who have tracked her.

But of course it would be a shame to tell you the ending of this great story. "Uncle Tom's Cabin," "Ben Hur," and "The Squaw Man" have long been listed as the most popular American plays ever written.

Warner Baxter, Lupe Velez, Eleanor Boardman and Charles Bickford head the cast, which also includes Roland Young, Paul Cavanagh, Raymond Hutton, Julia Faye, De Witt Jennings, J. Farrell McDonald, Dickie Moore and others.

"The Gang Buster."

The country pumpkin invades pineapple-land and bombards the racketeers with raspberries. Jack Onkie's back, and funny, funnier than ever! He smacks of the underworld with wise-cracks in "The Gang Buster," which is showing at the King's Theatre. Onkie undertakes the highly precarious job of selling accident insurance in a city infested with easy-money desperadoes. Everybody wants Onkie's policies, except the insurance company for which he works. Then "America's Joy-Friend" delves into the dives of the underworld, and digs up a lot of happiness, including a swell romance. Jean Arthur is the girl, and William Boyd, the same who appeared with Gary Cooper in "The Spoilers," and George Bancroft in "Derelict," furnishes a large share of the thrills. Yes, there the thrills, too, and suspense, but everything begins and ends in a great big guffaw.

"Dixiana" at the Queen's.

Genius is found in unexpected places and persons. There is no better proof of this than Anne Caldwell. Here is a girl who gives the impression of a very tidy housewife with not a mental worry in the wide world—yet she is considered the foremost lyric writer and librettist of the musical world.

Day after day she sat quietly on the "Dixiana" set at the RKO studio, silent, almost shy, during the filming of the melody drama now to be seen at the Queen's Theatre.

She watched her brain children, lyrics for Harry Tierney's songs, being transferred to the talking screen by a staff of Radio Pictures' technicians. It was all a bit confusing to this woman who has dealt solely with stagecraft.

Once in a while she ventured an opinion in a half apologetic manner—and it was listened to with deep respect. But just ask her a question about her chosen work—poetry and music—and the change in Miss Caldwell is dynamic. She radiates enthusiasm and efficiency. She is on her own preserves. Like many others, she was born in that New England seat of culture—Boston. Like the average Bostonian, she went to public schools and a Quaker Academy at New Bedford, Mass. She's not a Quaker. At the usual romantic age she married James O'Donoghue, a writer of librettos, and from him she learned the business of lyric and book writing. When he died, she carried on.

For many years she wrote all books and lyrics for Charles Dillingham's productions and stars. Among the noted musicians with whom she has collaborated are Victor Herbert, Jerome Kern, Vincent Youmans, Ivan Curvis, Hugo Felix, De Sylva, Brown and Henderson, Raymond Hubbard and Harry Tierney.

Musical plays to her credit are "Lady of the Slipper," "Good Morning, Dearie," "The Nightingale," "She's a Good Fellow," "Stepping Stones," "Oh, Please," "Chin Chin," "Tip Top," "Jack O'Lantern," "Tom Pom," "The Sweetheart Shop," "Three Cheers" and others as notable. Miss Caldwell wrote the lyrics for "Dixiana," now showing at the Queen's Theatre. She went to Hollywood in all deserving artists do—in 1929, and she means to stay, having recently signed a two-year contract with Radio Pictures.

"Acting to me is a profession, a sport and a pleasure. Why should I consider giving up for the boredom of retirement?" With that answer, Lewis Stone, who portrays the chief supporting role in Elissa Landi's latest Fox picture, "Always Goodbye," opening next Wednesday at the King's Theatre, spiked the report that he was to retire and devote the rest of his days to cruising the South Seas.

"Nor would I consider changing to any other career," Stone added, "regardless of the remuneration." Stone was born in Worcester, Mass., and following his schooling in New York City, he enlisted in the army serving throughout the Spanish American War.

Upon his return home, he began a systematic way of preparation for a stage career. His first chance came as understudy for the lead in a play called "Side Tracked." Then followed years on the New York stage, after which he went to Los Angeles, and in stock at the old Belasco theatre, introduced many world famous plays, notably "The Dollar Mark," "The Girl Of The Golden West," and "The Bird Of Paradise." Until 1915, Stone

steadfastly refused to sign for the movies; but in that year he consented to do "Honora's Alias" opposite Basie Barriani. From that date Stone has been a constant screen favourite of millions the world over. The only interruption to his screen career came during the World War when he served as an instructor at Plattsburg, New York, with the commission of Major. "Always Goodbye" is the talking screen's version of Kate McLaughlin's story, adapted by Lynn Starling, and directed by William Cameron Menzies and Kenneth MacKenna. In addition to Miss Landi and Stone, the cast includes such screen and stage celebrities as Paul Cavanagh, John Garfield, Lumsden Hare, Frederick Kerr and Herbert Dunston.

"Rain or Shine."

Joan Peers, the dainty little leading lady in "Rain or Shine," Columbia's screen version of the stage hit now showing at the Central Theatre, has had what is called the "breaks." She made her first public appearance with a famous star, Guy Bates Post. After one trial screen appearance in New York, she landed on Broadway. She had a trial screen appearance in New York and was then sent to Hollywood. After making one picture there, she secured a long-term contract.

Getting the "breaks" is one thing, however, but managing to hold on afterwards is another—and Miss Peers has demonstrated that she can do both. The real secret back of this little lady's success is the fact that she knows exactly what she wants and has the determination to go and get it.

"Rain or Shine," a circus picture, features many novelties never shown on the screen before. A tremendously successful stage play, it has been brought to the screen with many additions, which the unlimited medium of the screen makes possible. A stellar cast play supporting role. Among the players are Louise Lane, William Collier, J. Tom Howard, David Chasen, Alan Roscoe and Adolph Millar. Frank Capra directed.

It has been brought to the screen on a lavish scale. Many of the stage stars appear in it.

The death occurred at the Peak Hospital on Thursday of Mr. Bernard Moorehead, nephew of Mrs. Alfred J. Lane, whose husband is a well-known local architect. The deceased, who was only 25 years of age, had been left in charge of the business whilst Mr. and Mrs. Lane went on holiday to Australia. Ailing for some time, Mr. Moorehead entered hospital on Wednesday and passed away the following morning. The funeral took place at Happy Valley on Thursday afternoon.

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M. C. L.

There will be BRIDGE, MAJONG and A THE DANANT at the Hong Kong Hotel on TUESDAY, March 8th, from 3.30 until 4.30. In aid of the M. C. L. Funds.

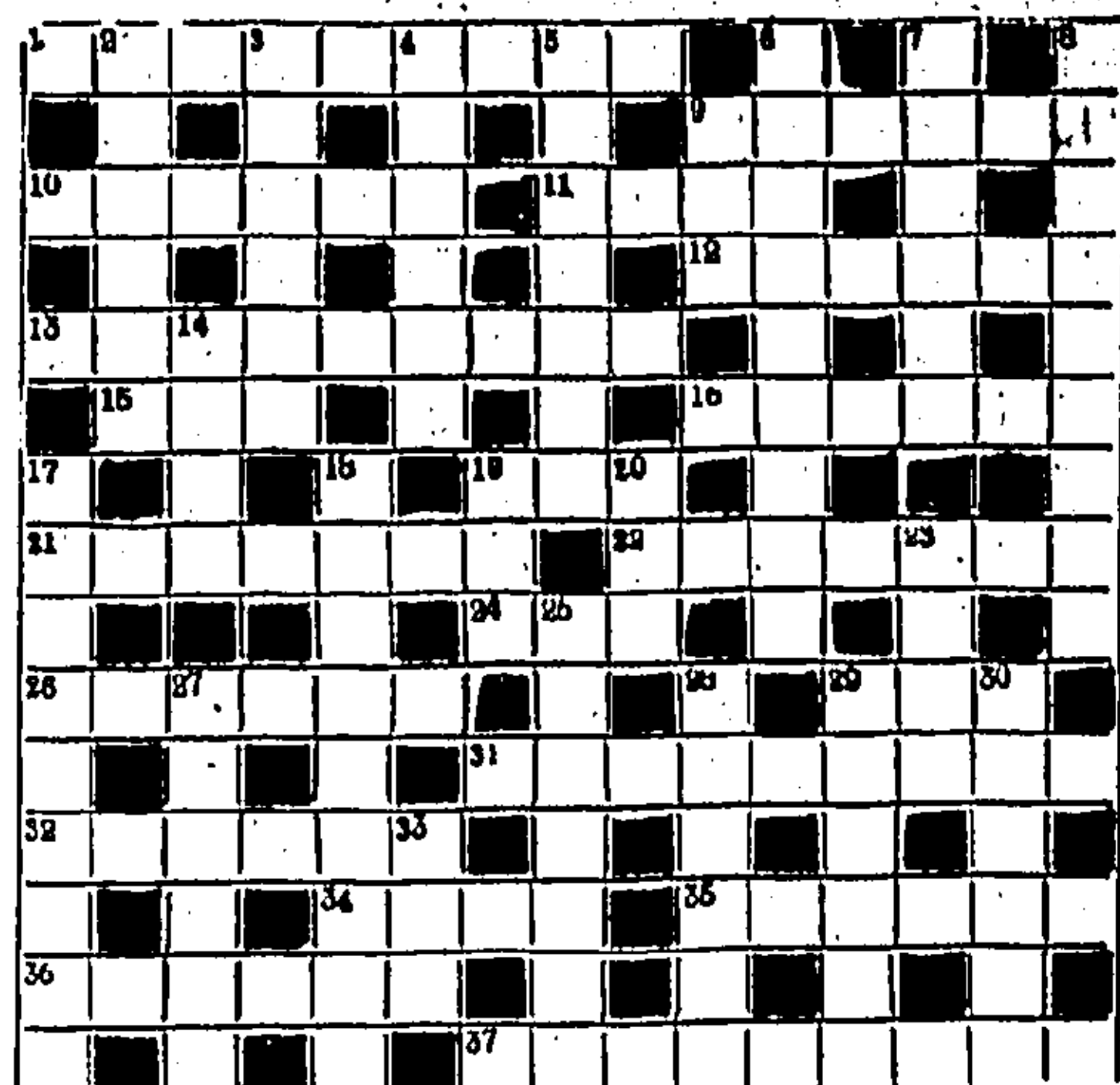
Details to be announced later.

Please keep this date free

Tickets \$2 to include tea.

Lady Peel has kindly consented to be present and to give away the prizes.

OUR BRITISH CROSSWORDS.



Across

- 1 You can make capital out of a diverted stream and what diversifies it.
- 9 May all be steady, but most of it always is.
- 10 Were Yacdmob before the mountain, you'd find an old song when viewed from a different angle.
- 11 It's where you get off, but when it gets lit inside, it becomes something British goods are noted for.
- 12 A memento everyone brings away with them from Egypt.
- 13 A great lake.
- 16 "Methought I was enamoured of an—" (Midsummer Night's Dream).
- 18 Part of Russia.
- 19 Before me is subject.
- 21 I can't exactly say you've "got it in the neck," but the ache is there right enough.
- 22 Having all the ingredients of 25 Down, it is, paradoxically, quite upset.
- 24 Equality.
- 26 An even chance (hyphen).
- 29 Possessor of a magic button.
- 31 Harmless dye.
- 32 Always expansive, whether aerial or human, and rather like 4 Down.
- 34 Not the Army. Not about 5.
- 35 Dog.
- 36 A 25 Down comes within this category.
- 37 A supreme distress.

Down

- 2 There's art in this opera.

- 3 A Barrie village.
- 4 He jabbers.
- 5 A statesman to leave in a tree.
- 6 Nicely Rogl (anag.).
- 7 Insect border in Ireland.
- 8 Old master.
- 9 Part of 32 Across that will fall away, if reversed.
- 14 20 Down is in "lessen" this.
- 17 German town.
- 18 Given time, you may count these, but not their ends for multitude.
- 19 Broach.
- 20 This then is a kind of ware.
- 23 University.
- 25 Bromide, possibly.
- 27 Open, this required no key.
- 28 Composer.
- 29 Change an old province of Spain into an Eastern capital.
- 30 Mythical.
- 33 Jolly opera-writer.

Yesterday's Solution.

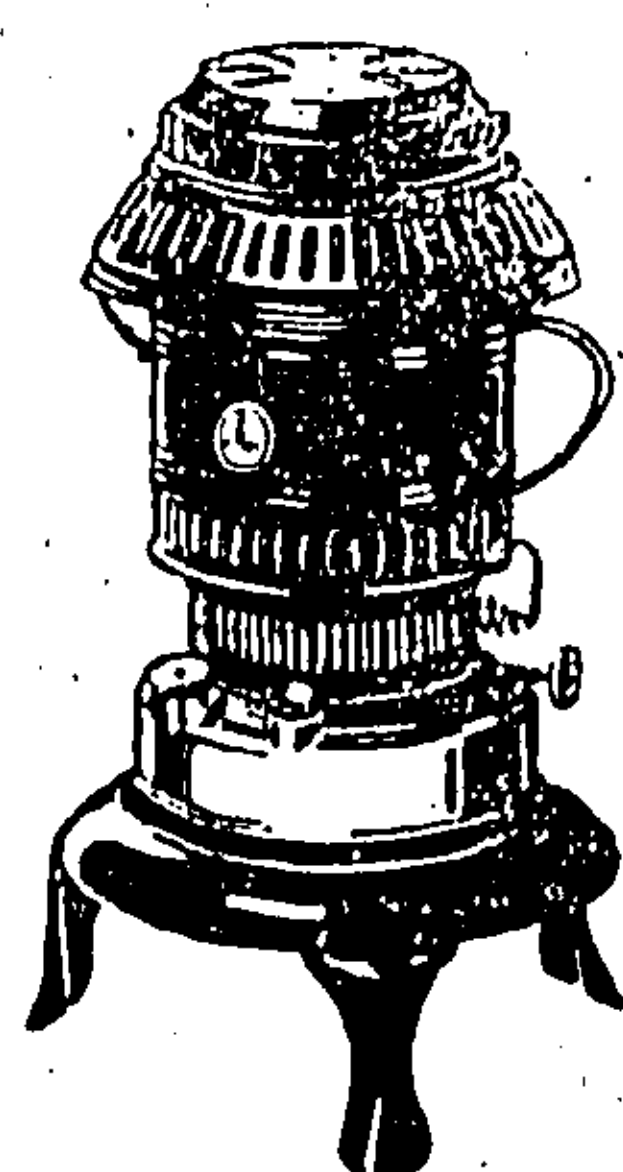
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L'ETEMPTION EN
EATON N' FLUID
UPTON OTHER M U
MORNING TOMBRE
ROTA B C E
POST EMBANKMENT
TELEPHONE
PORKERSHIRE HOME
IN THE M U E
ADOBE FEERBS
S R NEEDS V G I
STAND A B E ANGER
ET ENCASED E A
TREAD E T ENDOW

DEMON

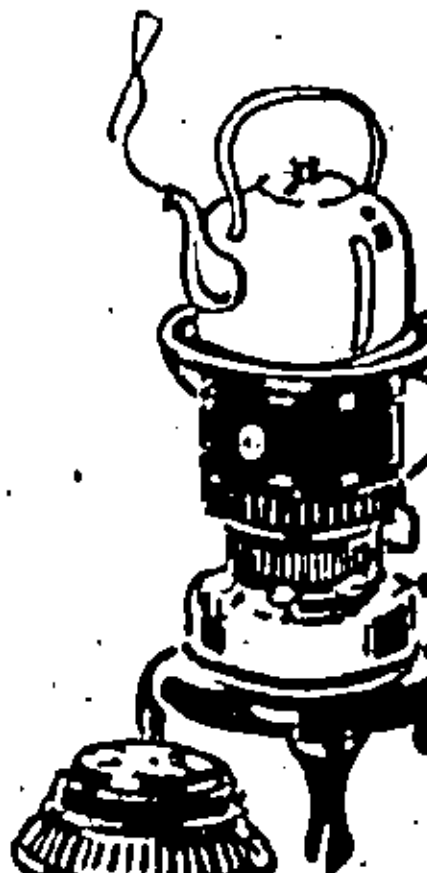
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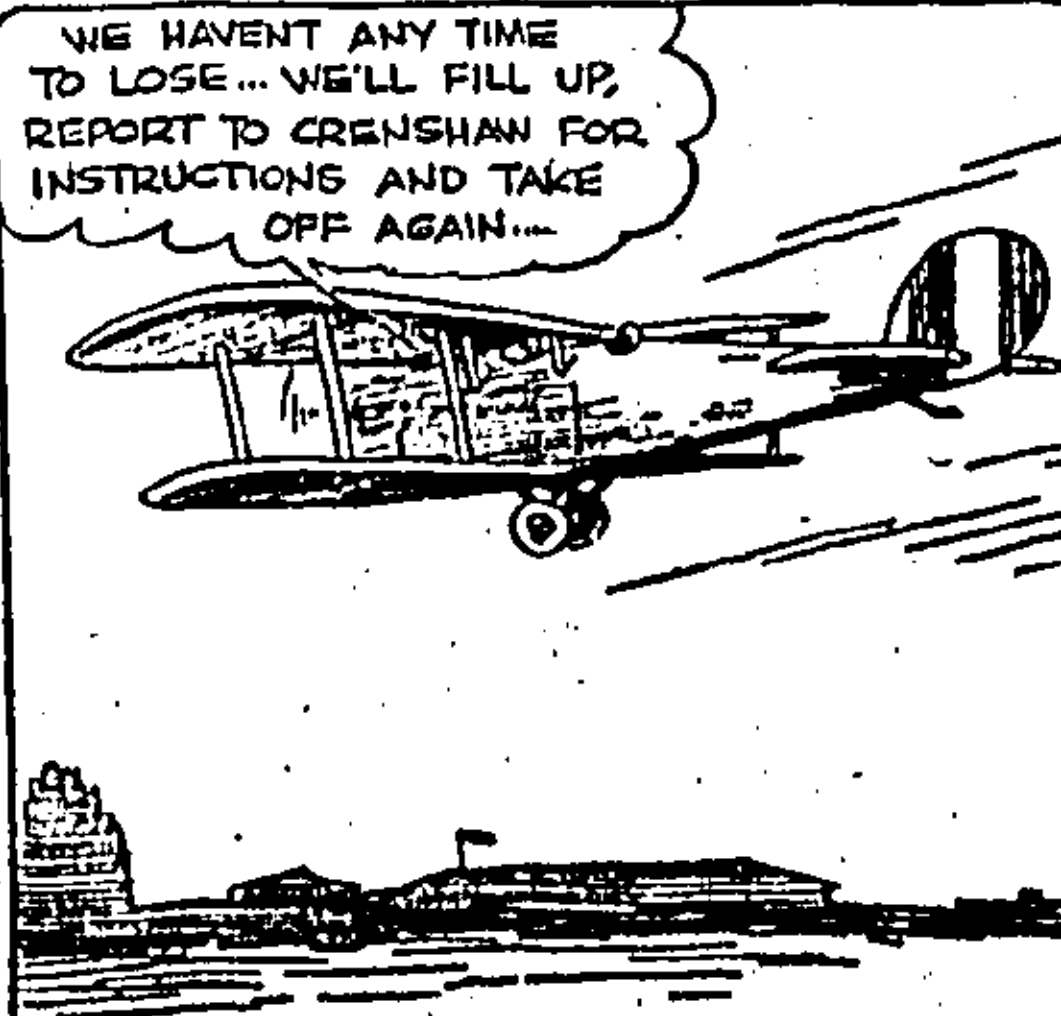
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GET BACK
TO
SHADYSIDE
FOR FUEL,
BOB AND
CHET ZOOM
INTO THE
AIRPORT
WITH THE
BIG NEWS...



WE HAVEN'T ANY TIME
TO LOSE... WE'LL FILL UP,
REPORT TO CRENSHAW FOR
INSTRUCTIONS AND TAKE
OFF AGAIN...

OH, SURE! THEY'RE O.K.
BUT WHAT WE HAVE TO
DO IS FIGURE OUT SOME
WAY OF GETTING TO THEM...
DO YOU THINK WE SHOULD
RISK LANDING IN SUCH A
PLACE?

WHY BREAK YOUR NECK?
THE THING IS SIMPLE... MR.
KINGSTON'S ROAD OWNS THAT
BIG TIM LINE AND I'LL CALL
HIM AND GET HIM TO RUN A
SPECIAL TRAIN
OUT FOR
THEM!!

CRENSHAW
GETS MR.
KINGSTON
ON THE
PHONE
AND
OUT LINES
HIS IDEA
FOR THE
RESCUE
TO HIM...

RUN A TRAIN OUT TO THEM? WHY,
THIRTEEN MILES OF THAT LINE HAVE
BEEN TORN UP AND THE REMAINDER
WOULDN'T BE SAFE FOR A LOCOMOTIVE...
I DON'T KNOW JUST WHAT TO SAY,
CRENSHAW... GIVE ME
A LITTLE TIME TO THINK
IT OVER... I'LL
CALL YOU BACK
IN FIVE
MINUTES!!

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THE HONGKONG HOTEL GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
Stables Road, Happy Valley.

The Hongkong Telegraph.

SATURDAY, FEBRUARY 13, 1932.

THE WORLD'S BIG PROBLEM.

If it be possible, as is suggested, for Britain and France to reach agreement on the reparations problem, a good deal will have been done to prepare the way for a satisfactory handling of the issue at the conference which it is hoped to hold in June. Yet something even very much more than this will be needed if the world crisis represented by the reparations and war debts question is to be straightened out. A well-known British banking authority recently expressed the view that if there is to be no modification of tariff and other restrictions, it will matter little what Governments and international conferences may decide in regard to reparations and war debts, since the operation of economic laws will not only continue to strangle trade, but will also make the discharge of these liabilities impossible.

When we look around the world to-day, we find that international trade as a whole shows few signs of recovery, for, although some countries have benefited through the depreciation of their currencies, it is probable that the aggregate volume of business has decreased. Exchange and other restrictions have become more onerous and are tending to curtail the already meagre amount of trade which is being conducted, so that it is not surprising that in all the principal countries, unemployment, if not actually increasing, remains at an exceptionally high level. In certain parts of the world, the exigencies of the moment are reducing international trade almost to a form of barter and instead of each country being able to buy and sell freely in any market, business is, in many cases, being diverted into specific channels by means of bi-lateral agreements. The arrangement made between the United States and Brazil earlier in the year, whereby a large quantity of American wheat was exchanged for Brazilian coffee has been followed by somewhat similar transactions between a number of European countries, and regrettable as these developments are from some aspects, they are only symptomatic of the difficulties under which international trade is being conducted at the present time. One of the outstanding features of the existing situation is the universality of the depression, for no country has succeeded in escaping its baneful influence. Therefore, as a British banker puts it, the unwillingness displayed in certain quarters to facts and to recognise some of the principal causes responsible for the present

position is all the more regrettable, for until this is done, there can be no great hope of that remedial action, which must of necessity precede any definite recovery. Throughout the post war period, most countries have pursued the illogical policy of endeavouring to expand the external markets for their products, whilst at the same time restricting by tariffs and other measures their purchases from abroad. Trade is essentially reciprocal and if the world as a whole persists in refusing to buy, the result, in the long run, must inevitably be an inability to sell. Moreover, since the war, the situation has been complicated by the enormous amount of uncommercial international indebtedness in the form of the war debts and reparations, as the discharge of these liabilities involves a flow of wealth in one direction only, namely from the debtor to the creditor countries, without any compensating reverse movement.

It is axiomatic that the settlement of debts between nations can be made only in goods, services or gold, for the re-lending by the creditor of the amount due to him cannot be regarded as a means of payment, as there is no real discharge of the original debt and the effect is usually to increase the liability of the debtor. In the past, Great Britain has always realised that as the leading creditor nation it was her duty to place no unnecessary obstacles in the way of her debtors discharging their obligations, but, in recent years, certain great creditor countries, whilst insisting upon payment of the amounts due to them, have, by tariffs and other means, prevented the discharge of these liabilities in the form of goods and services. Now, also, Britain has joined the tariff countries, adding a further complication to the situation. Sooner or later the facts will have to be faced. It is not so much a question of the ability of debtors to honour their engagements as of the willingness of creditors to accept payment and, if the latter are not prepared to receive the amounts owing to them in the only medium available, they cannot escape responsibility for any consequences that may ensue.

LIFE INSURANCE.

HOW TO FIGHT THE TIMID DOLLAR.

Up until 1929, the surplus dollars of the average man went into so-called luxuries and speculative investments. Both were advertised by ingenious national and international campaigns. The increase of insurance policies taken out in the last five years showed that a change had taken place, but now a new competitor challenges the ability of the life underwriter. This rival has grown out of the world's present state of mind, and may be described as the competition of fear.

At the present time the average citizen is thinking: "I must conserve every dollar of my surplus income, because I may need it within a very short time for bread and butter, shoes, clothing and fuel—the things that I require to live." Although this idea is not fostered directly it is spread by news of unemployment and by the experiences of unfortunate friends and relatives. Surplus dollars are side-traced from life insurance, not because they have somewhere else to go, but because the man who earned them is looking into the future with fear and not with hope.

It should be borne in mind, however, that life insurance provides absolute security for four reasons:—First, the nature of the assets of the Company; Second, the character and efficiency of the management; third, the supervision of government experts; fourth, the nature of the contract itself. All of these elements combine to make a life insurance policy the best possible means of safeguarding the surplus income of the average man.

That the assets of conservative life insurance companies are ideal from the point of view of security is beyond question. At the back of every policy there stands a bulwark of widely diversified investments chosen carefully because they provide the maximum of security. Every contract, therefore, becomes a veritable "first mortgage on the productive wealth of the world."

The very best investment in the world becomes a poor investment if it will not do for us what we want it to do when it has to be done. Life insurance provides a guaranteed market value now and a guaranteed income to either the investor or the beneficiary in the future. These values never vary

DAY BY DAY

AS GOOD ALMOST KILL A MAN AS KILL A GOOD BOOK. WHO KILLS A MAN KILLS A REASONABLE CREATURE, GOD'S IMAGE; BUT HE WHO DESTROYS A GOOD BOOK KILLS REASON ITSELF.—Milton.

Students of the Bellios Public School are giving a Chinese play in the hall of Queen's College at 5.30 p.m. on the 29th instant.

At Tuesday's meeting of the Hongkong Rotary Club, Mr. Harper Sidley, of Troy, New York, will speak on economic conditions in the United States.

His Excellency the Governor has appointed Mr. B. C. Randall to be an Assistant Superintendent of Police (Revenue) and to be in command of the Flying Squad Section Police Reserve.

Members of the Cymdeithas Dewi Sant (St. David's Society), who desire to attend the dinner on March 1 are requested to notify Mr. E. R. Price, the Hon. Secretary, as early as possible.

It is notified that at the expiration of three months the Hoek Hai Steamship Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Struck by a 140 lb. whip's valve dropping from its sling while being lowered to the bottom of the drydock where H.M.S. Cumberland is undergoing repair at Kowloon Docks, yesterday, a rigger, named Pang Hoi, was killed.

Mr. C. S. Rosset, Secretary of Hongkong Amusements, Ltd., has undergone an operation for appendicitis at the French Hospital. His many friends will be glad to hear that he is making good progress towards recovery.

Bankruptcy notifications state that a first and final dividend of 84 per cent has been declared in the case of the Hop Cheong Navigation Co., and a first and final of 55.50 per cent in the case of the On Cheong Wing Kee firm and Wong Yau, the managing partner thereof.

Mr. Toru, a Japanese living at 18, Wing Lok Buildings, yesterday drove to the Nippon Club pavilion at King's Park, leaving his car parked outside the S.C.A.A. Pavilion. On returning to the car, he found that nails had been driven into the two front tyres, rendering them entirely useless.

Dr. M. O. Pfister, M.D., M.R.C.S., gave an address, entitled "Travels Through Yunnan and Szechuan," at the twelfth general meeting of the Hongkong University Medical Society held at the University last night. He illustrated his remarks with lantern slides. The lecture was greatly enjoyed by the large number of members and friends present.

A debate between the Education Society and the Medical Society of the Hongkong University will be held on Monday (February 15) at 8.30 p.m. in the Union Assembly Hall, when the next meeting of the Education Society will take place. The subject will be "The Native Doctor should be replaced by Western-trained Practitioners." The debate is open to the public and all interested are welcome.

from pay, so matter what the condition of the market may be.

The investment essentials of 1928 were rapid appreciation and adequate income. The investment essentials of 1932 are absolute security and serviceability. Life insurance seems to possess these modern investment requirements to a greater degree than any other property. Accordingly the life underwriter has the logical solution for to-day's problem of the "timid" dollar.

Bulls and Inners

From the Office Butts.

We understand there is no truth in the rumour that H.M.S. Tamar is being prepared for despatch to the North.

The beauty of the Chinese antiquo business is that old curios can be disposed of almost as fast as they're manufactured.

According to a trade journal, tweed trousers crease best when dampened. Flannels, on the contrary, generally decrease under such treatment.

According to a men's journal, moustaches are again to become the vogue. One can easily be got on the instalment plan—a little down each week!

A Hollywood film star is to spend her honeymoon in Honolulu. Apart from the fact that she likes the climate, she always goes there for her honeymoons.

Amongst the men who will get on in the near future are local jockeys.

He was only an amateur thespian, but oh how he acted the goat!

Strangely enough, whilst it's hard to get a hair-cut in Shanghai these days, many people have plenty of close shaves.

When the thermo's down to zero, it must surely take a hero, To discard his woolly undies for a fad.

And our nudists so assuring, Must prefer a fireside roaring. To the wintry blasts on Kowloon's hills, by Gad!

And the same will be the story, When, instead of winter hoary, We've the sweltering days that leave us like a rag.

When the same old Kowloon ridges, Are alive with ants and midges, And again the nudist strikes another snag.

If they want to show their dimples (Though with some pronounce it pimply), We suggest they gather on some island far;

Where on each and every morning, They can show their servid scoring, For the garments of the sane (excepting tar.)

It would surely raise the dickens, If instead of plumed chickens, Our feathered friends decided to go nude.

Should a parrot be exempted, If he found his bareness tempted, Him to change his talk for criticism rude?

Suggested additions to the local aquarium—A hard-faced, citizen, a pig-headed business man, a puppy with coal cheek, a brazen miss, and a youth with a lot of neck.

A local business man points out that you can now buy with five dollars half as much again as you could a year ago. That is, of course, if you have the five dollars.

The booty which a shop-thief got away with the other day might be described as till-gotten gains.

She was only a postman's daughter, but oh how she sorted the mails!

A Peak resident swears that his verandah thermometer registered 35 degrees during the early part of the week. This left us cold!

A doctor recommends "Sneeze drill." S'nuff sed!

A magazine writer wonders whether women prefer husbands who give wry, or the other sort. What other sort?

Japan will probably say that necessity in the mother of intervention.

One thing, at these winter sales, women face great odds and ends.

We read that six-foot Zulus act as golf caddies in South Africa. Should be capable of carrying the white man's burden.

It may be noted that Ronald Colman, whilst arrested by the police in Shanghai, was cautioned, but not "Condemned."

A donkey recently swallowed a wedding ring. Doubtless attracted by the eighteen carats!

If local shares are forced much lower, Ice House Street will be known as the bear garden.

A local nudist asserts that the cult is as old as the hills. And apparently as bare as some of them!

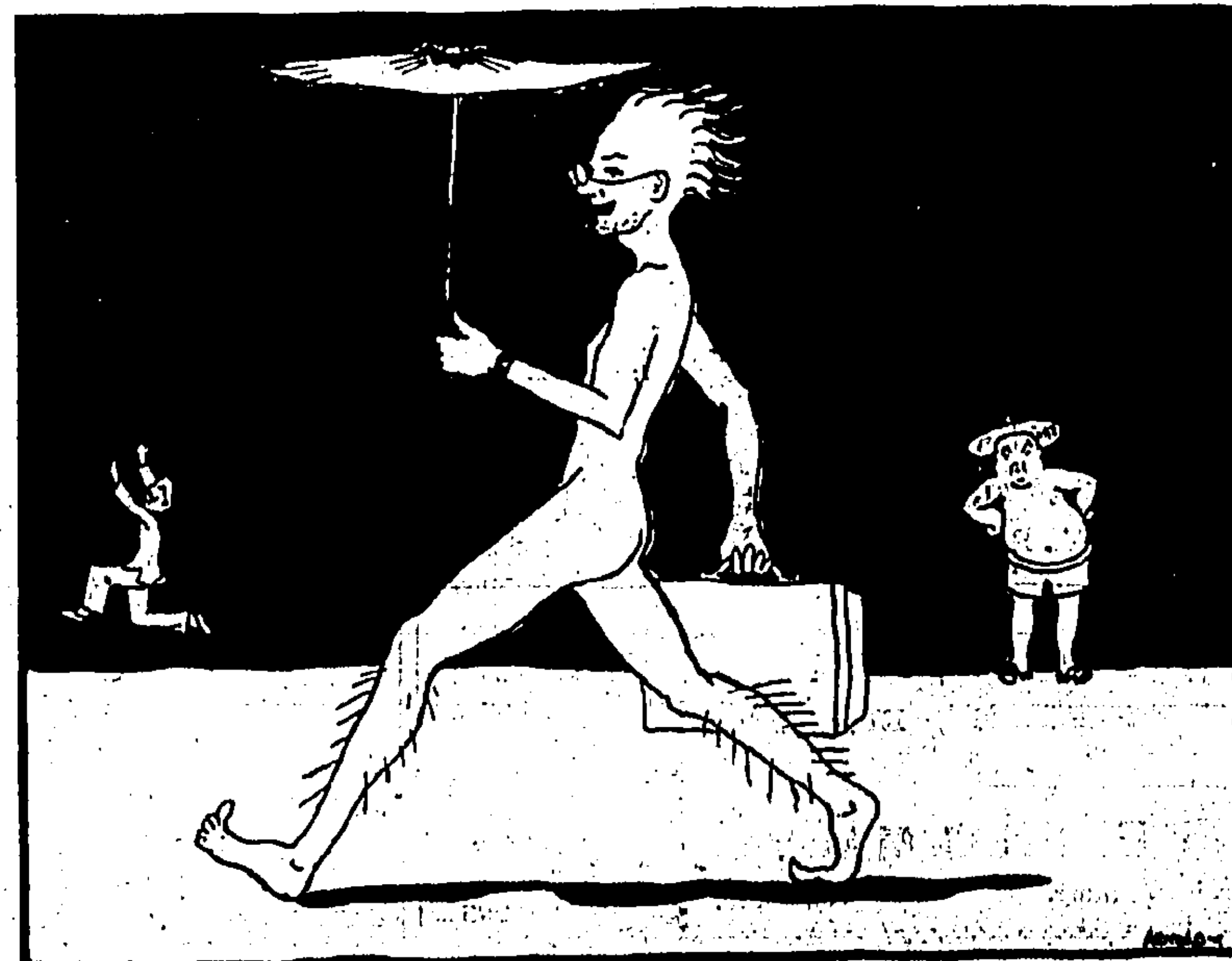
A specialist states that the woman who bobs her hair runs a risk of going bald. Hirsuteable punishment!

The worst of nudism in Hongkong is that just as the north winds cease the mosquitoes commence.

These nations who wish to do away with arms seem to advocate an all-embracing policy.

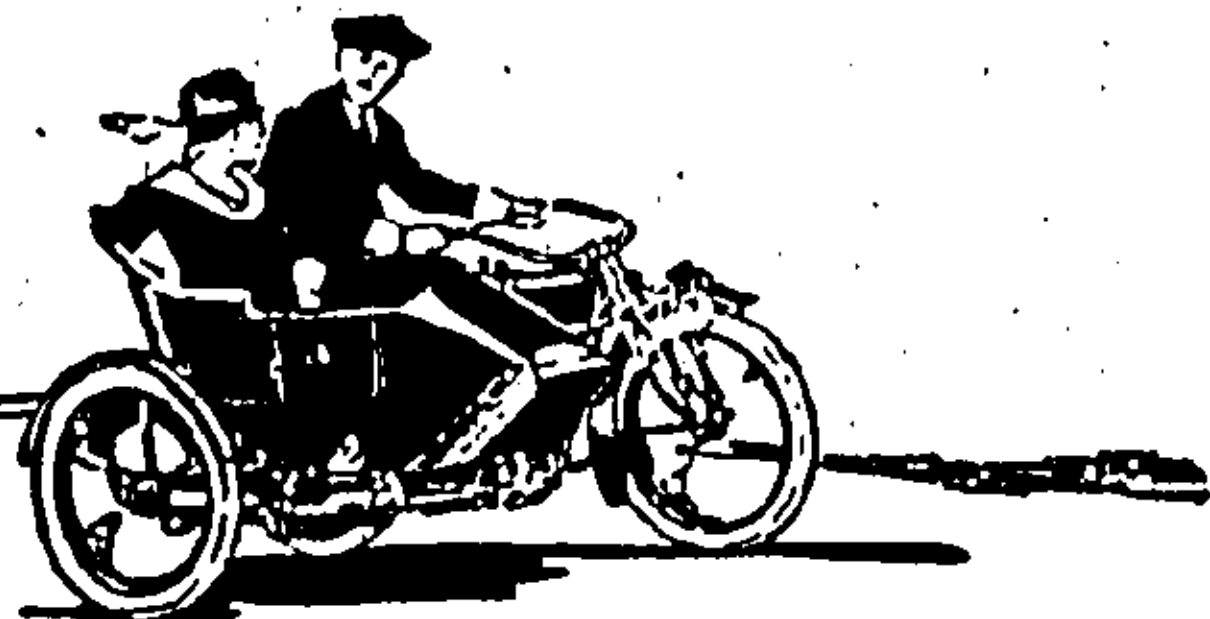
In spite of polished solutions, this China-Japan friction seems to lacquer finish.

The visit of the New Empress boat shows that these Latta-day liners are the last word in luxury.

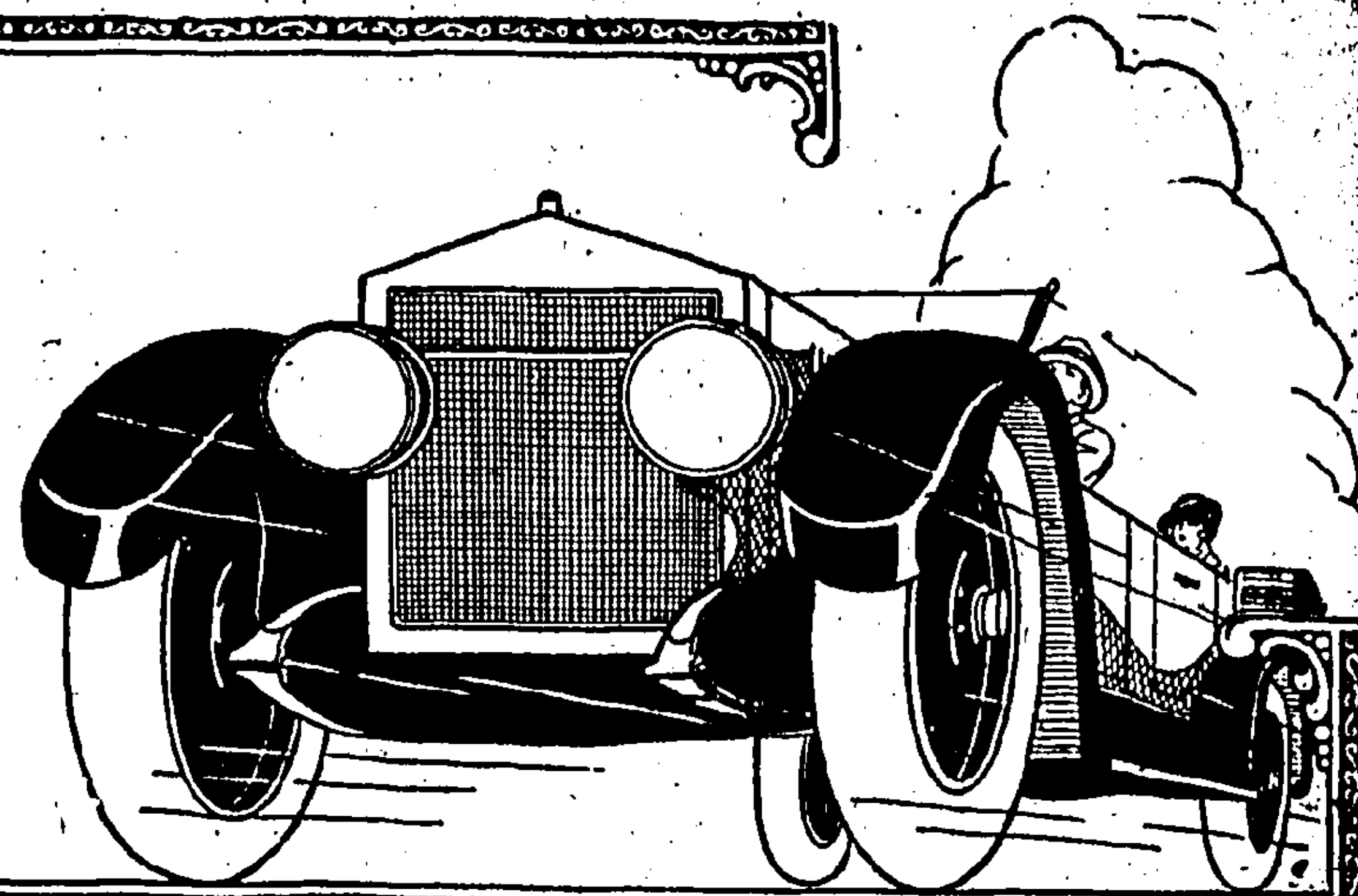


"On the Kan See Island." Suggested by the Hongkong nudist controversy.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY 13th FEBRUARY, 1932.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION



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B. D. EVANS
Hon. Secretary.

"C/o Hongkong Telegraph"

CURRENT COMMENT

A Peak Warning.

Quite a number of small children who attend the Peak School travel each day on bicycles or scooters, and a word of warning to parents is clearly necessary, for the total disregard shown for motor traffic by some of the youngsters, is indeed alarming. It is not uncommon to meet some of these youthful cyclists madly careering along the motor road under the bridge by Jardine's corner, either on the centre or wrong side of the road, and unless the practice is checked, a serious accident is sure to be recorded sooner or later. The road at this point has numerous bends, and cars are wont to travel at considerable speed. It is hoped that this word of advice will be seriously acted upon.

The Vauxhall.

A car which has received unusually wide notice in the Press at home and abroad is the Vauxhall Cadet, one of the first British efforts to enter for the overseas markets by building an engine with greater horse-power than the usual types sold in the British Isles. The first shipment is due to arrive this month, and will doubtless create much local interest.

NEW CARS.

Announcement of the New Standards.

Out of the rich experience of 28 years of continuous motorcar manufacture, out of thousands of pounds spent in research, out of the brains of the finest designers, the craftsmanship of famous engineers, four new mechanical wonders have emerged. A new series of cars built to meet the economic conditions of to-day, high in comfort and performance, yet sensationally low in price and running cost. They are said to be just what the public wants, what they waited for. To a public educated by prosperity to demand the highest measure of luxury and performance in a car, Standard announce their 1932 models! The programme for 1932 includes four models, the Standard "Twenty," the "Sixteen," the "Big Nine" and a most remarkable "Baby," the Standard "Little Nine."

More Safety Features and New Equipment.

On these new Standard models one will find many features hitherto only associated with large and costly cars. The petrol tank, for instance, situated for safety at the rear, the semi-elliptic springing, shock absorbers front and rear, the Magna type wire wheels and the Protectors screen. Yet with all this lavishness of equipment Standard have maintained the amazingly low price which they set out to achieve, and thus have hereby fully met the public's most exacting demand.

In every phase of building and design, Standard have kept a vigilant eye on running costs. Petrol consumption for instance, it is said is below that of any car of the Standard's comfort and capabilities.

Everything possible has been done for the comfort and convenience of the Standard owner-driver. This is one of many reasons why the Standard is ideal for the lady driver. The car handles lightly, smoothly, easily, simply, easily operated control; brakes of great power which need only a touch to apply; a car to drive for the sake of driving, for the joy of its docile flexibility.

Lady (learning to drive): But how can I think of just what to do? Instructor: That's easy. Just imagine that your husband is driving.

MORRIS ISIS COUPE ON TRIAL.



The 1932 range of Morris cars offers a choice for every purpose in the passenger field, while the commercial range is equally impressive. A new motif is given by the handsomely re-designed radiator, chromium finished on all models, the six-cylinder models being provided with automatic radiator shutters, also chromium finished. All saloon and coupe models have a streamlined or, as it is now known—"Eddyfree" front, which is not only smart in appearance, but also, by facilitating air flow over the roof, adds appreciably to silent, speedy and economical running.

The "Isis" Six is indeed especially attractive, and two sliding-head models are offered, one of which seen above, and known as the "Sports Coupe" was recently taken on a trial run by a representative of the Telegraph.

The experience was in every way delightful, for no matter whether on level ground, or climbing the Colony's steepest hills,

there is an impressive reserve of power—excellent acceleration, and a braking system which give immediate confidence.

The upper picture above, shows the "sunshine" roof opened, a feature which is particularly suitable to Hongkong. It should be mentioned that the operation of sliding back the roof is simple in the extreme, being easily accomplished while driving the car. When closed, the roof is absolutely water-tight.

The lower picture shows the "Isis" ascending one of the steepest hills in Hongkong, the one-way route from Macdonnell Road to Conduit Road.

Messrs. Dodwell & Co., Ltd., the local agents, have already recorded good business with the 1932 Morris range, and the reports from new owners, covering various models clearly indicate that these vehicles will become increasingly popular in this part of the world.

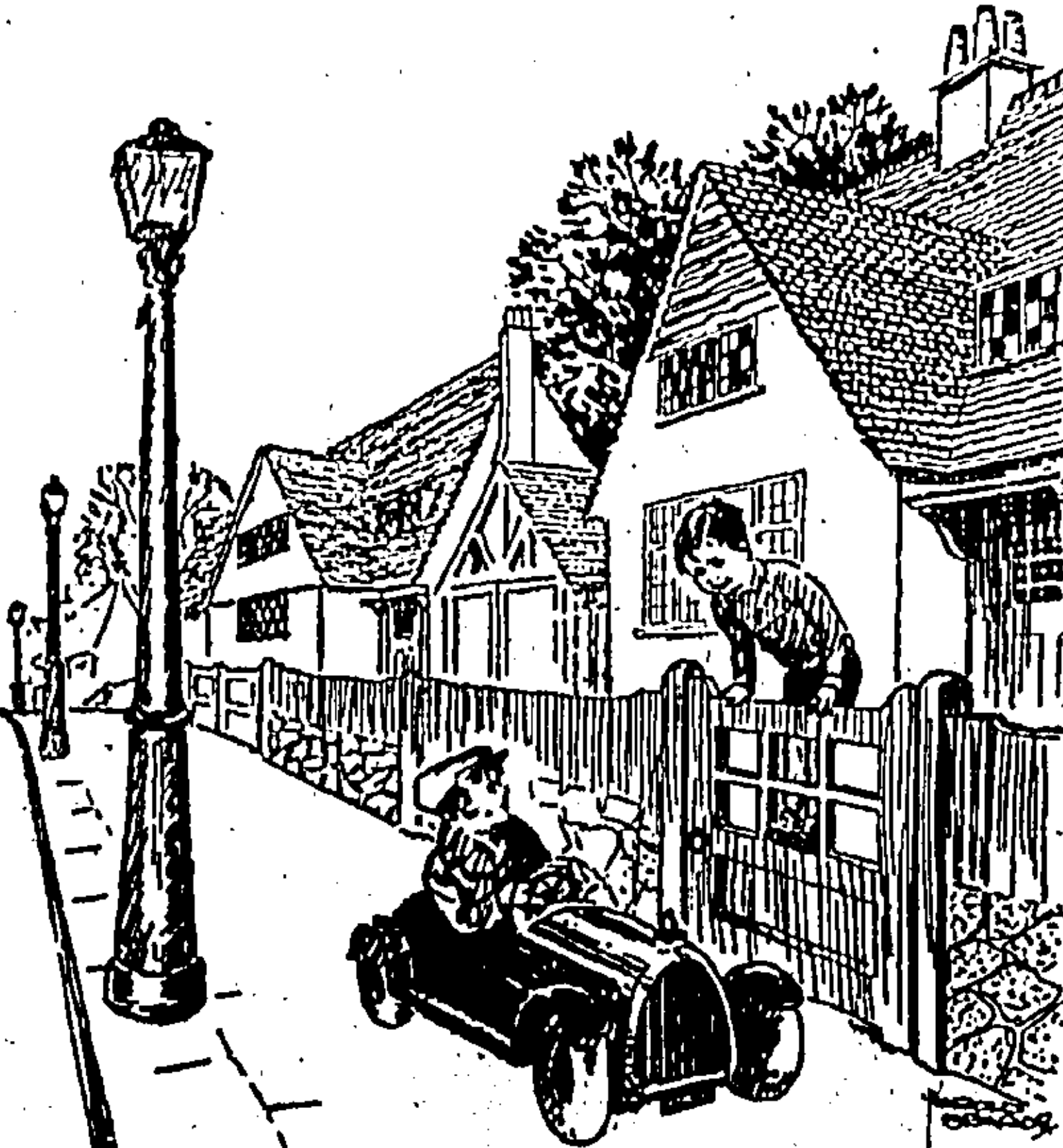
Mr. Jinks: Well, my dear, how would you like a new car?

Mrs. Jinks: "Oh, that would be wonderful! We surely do need it. Is there any chance of it?"

Mr. Jinks: There certainly is!

Mrs. Jinks: When will it be delivered?

Mr. Jinks: I'm not sure about that, but I bought a ticket in an auto raffle to-day.—"Detroit Motor Next."



Tommy: "What speed can you get out of your bus?"
Bobby: "Five lamp-posts a minute—or—downhill!"

THE AKRON A PYGMY.

Cmdr. Rosendahl's Late Exposition.

The skipper of the world's largest airship believes it will look like a pygmy in the future. Lieutenant Commander Charles F. Rosendahl of the U.S.S. Akron, the Navy's new queen of the skies, told the Cleveland Engineering Society at its recent convention that the time will come when ships two and three times as large as the Akron will be built.

The new air cruiser has a gas capacity of 6,000,000 cubic feet. In the future, the officer predicted, ships of 15,000,000 cubic feet will be built, and with the surety of greater value as long-range scouts. The difference in size, however, will be in circumference instead of length, he said. Akron is about 786 feet long.

Commander Rosendahl observed that the United States no longer has to take a secondary place in airship construction. "Through our monopoly of helium gas," he said, "we have the edge on the rest of the world through possession of a gas that is safe in airship construction." In the building of the Akron, he reported, many difficulties of the past have been overcome.

"We have minimised some of the three outstanding difficulties in handling a ship. Through the improved stub the ship can now better land from flight. She can also be served from the ground without the use of the big land crew previously required, and can ride out storms better. Through the use of a mast on wheels the ship can dock and undock much better."

DEMONSTRATION ON ELKS TOUR.

Free Wheeling Saving by Studebaker.

When the three Free Wheeling President Eight Roadsters, which acted as couriers of the Elks Grand Lodge Convention at Seattle, finished their trans-continental runs, they completed one of the most impressive demonstrations of Studebaker Free Wheeling economy ever made. Their "evidence," based on a total of 24,367 miles of travel, proved that the promise of Studebaker engineers that Free Wheeling will make possible 20 per cent. saving in fuel and oil, is conservative.

Final check-up on the three cars showed a grand average saving of 32.53 per cent.

Car No. 1, driven by Joseph Downing from New York over the central route to Seattle, travelled 8,159 road miles while his engine travelled only 5,743 miles—a saving of 2,416 miles of engine effort, or 29.6 per cent. of the total distance travelled.

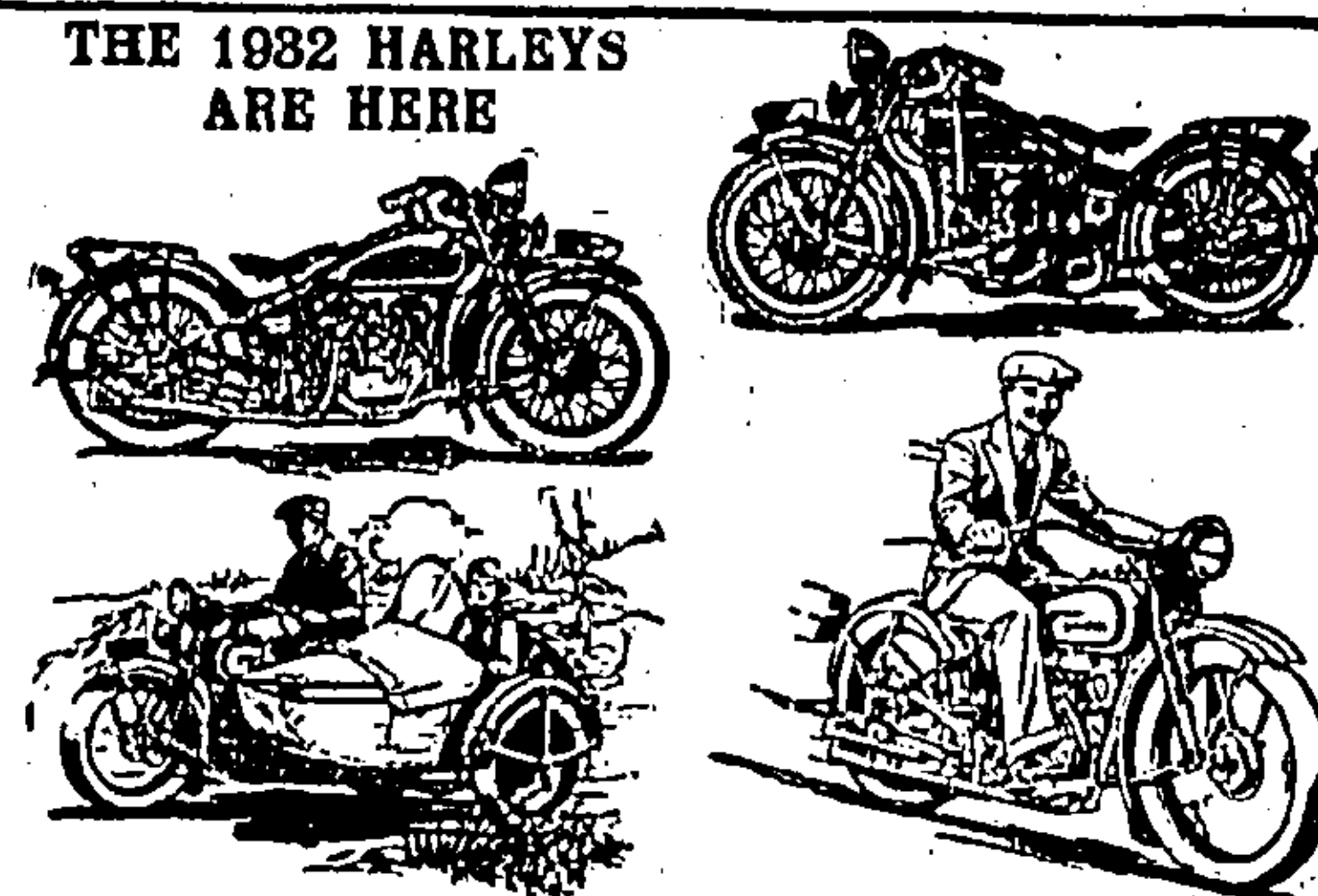
Car No. 2, driven by Harry Maples over the northern route, travelled 7,889 road miles with 6,102 motor miles—a saving of 1,787 miles of engine effort, or 22.7 per cent.

Car No. 3, driven by E. C. O'Donnell over the southern route, travelled a total distance of 8,319 road miles but only 4,561 engine miles—a saving of 3,758 engine miles, or 45.29 per cent.

The method of keeping an accurate check-up on the difference between road miles and engine miles was simple and effective. Each of the three roadsters was equipped with two speedometers—one geared to the propelled shaft, showing actual mileage covered, and the other geared to the motor, showing "engine effort" mileage.

As the cars followed their individual routes from New York across the continent to Seattle, each was checked at frequent intervals by committees of prominent Elks, state, municipal and automobile club officials.

THE 1932 HARLEYS ARE HERE



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THE GASCORN MOTOR CO.
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THE "SEA SNIPE."

The engine of the famous Hum-ber Snipe—a six-cylinder unit of 23.8 h.p. R.A.C. rating, developing 12 h.p. on the break—has been adapted to marine purposes by Messrs. Thornycroft, who have marketed it under the name "Sea Snipe." Certain modifications have been made, necessary to adapt the engine to this purpose, but bare power unit remains as fitted to the car. For marine use, an extension of the crankshaft is made to contain a special Thornycroft reverse gear, with single lever control, and adjustment of either ahead or astern clutches is effected through a large inspection cover. The weight of the complete engine and reverse gear is only 670 lbs.

adapt the engine to this purpose, but bare power unit remains as fitted to the car. For marine use, an extension of the crankshaft is made to contain a special Thornycroft reverse gear, with single lever control, and adjustment of either ahead or astern clutches is effected through a large inspection cover. The weight of the complete engine and reverse gear is only 670 lbs.

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Musings Awheel



Idle Thoughts upon Motoring Matters of the Moment.

By "Mileator"

Please Spare the Hills.

EVERYBODY, I suppose, wants good roads, and every day in every way they are getting better and better. The dust nuisance is almost forgotten; surfaces are, on the whole, excellent; dangerous corners and obstructions are fast disappearing, and many roads are now splendidly wide. For all this I am grateful, but I hope zeal for improvement will never induce our rulers to start levelling the hills. I love driving in hilly country and am bored to death in flat districts. It is true that nowadays hills have lost most of their sporting characteristics. A few years ago a real hill provided all the thrill of an adventure. Your car might not get up it, and the result of an attempt depended to a great extent on your skill, or the lack of it.

To-day any car will climb any hill likely to be met with on real roads, but whether you ascend them fast or crawl painfully up on bottom gear still depends largely on your skill as a driver.

I suppose some people are content so long as they eventually arrive at the top, but to me there is great exhilaration in climbing at speed, while a well-timed and silent change of gears fills me with a feeling of satisfaction which is hard to describe. When all the hills are made easy, if they ever are, half the pleasure of motoring will be destroyed. I have no wish to return to the days of unreliable and inefficient cars, but I would hate to think that driving was no longer an art, and had become purely a mechanical process.

The Work Makers.

I am as grateful as anyone for the vast improvement in the roads which has taken place during the last few years, but I sometimes wonder whether the money which we, as motorists, more or less cheerfully contribute is spent as wisely as it might be. It would

seem that large sums are spent on unnecessary work in one part of the country, while other parts, where improvement is urgently needed, are neglected.

Take for instance the London-Oxford road through Uxbridge. Work has been proceeding there for many years, and there is no denying that, eventually, it will be a wonderful thoroughfare. Almost throughout its entire length corners are being cut off and bends straightened, which will make it possible to drive a great deal faster than was formerly the case.

This is all very nice, and may possibly be worth the cost, but I am by no means convinced that the construction of the new Datchet Hill was essential. This must have cost an enormous sum owing to the work required to make the cutting. The new hill has an easy gradient, it is true, but the old hill was by no means difficult, compared with hills in other parts of the country, and could have been widened (could it?) and resurfaced at a fraction of the cost of the new one.

The fact is authorities are more concerned with the idea of making work for the unemployed than with actually improving the road generally. This is all very well from one point of view, but it seems a little unfair that one class should have to bear so large a proportion of the burden.

The Drink Question.

The advice never to drink when driving is perfectly sound. Even the most careful and competent driver may become involved in an accident and the merest whiff of alcohol in his breath may have serious consequences. Were it not for this risk, I would look upon the matter somewhat differently, for I am no teetotal fanatic and, on occasion, find a little drink very comforting during a run.

There are, I know, men and women with very weak heads who only need to smell a cork and immediately become as fuddled as a good many teetotalers normally are, but, thank goodness, I am not one of them. Most of my ancestors were three-bottle men, who died of gout or apoplexy, and blood will tell.

I can't afford that sort of death myself, even if the bottles are only bottles of Bass, but if any man suggests that my driving is affected by a glass of beer I can only say that that man lies in his teeth.

Without approving of them, I've actually known men who drove all the better for a little Dutch courage. It gave them decision, tightened up their nerves and imparted that touch of devil which incompetent drivers so often lack. In fact, I sometimes think that the man who takes one over the eight is often more dangerous next morning, when suffering from his past sins, than he is when actually "under the influence."

On Invisible Cyclists.

Modern motorists do not realise how vastly altered are road conditions to-day from what they used to be. Nor do cyclists; but that is another story, and they ought to be devoutly thankful for speed-tracks such as their ancestors never dreamed of. Would that, in return, they would take a little more trouble to brighten their backs up in the dark evenings and so save themselves from suicide and motorists from over-blood-pressure.

Women are not so bad, their pale stockings betray their presence: it is the subfusc son of toil returning from his day's labour with his garments often exactly matching his gloomy surroundings who is the danger, and the more polite and courteous and up-to-date our lighting apparatus, the more insidious and parous is his risk.

Maybe some advertising genius will one day endow him with a life-saving and legible jacket, bearing on it an inscription recommending somebody's soap or even the name of the machine on which he is plodding his weary way homeward. Until then some of us will prefer to be brutal and blinding, feeling that it is better that cyclists should be blinded for a minute than dead for the rest of their lives.

A Signal Success.

Electrically-illuminated signalling devices are slowly coming into favour, but the percentage of cars so fitted must be very small so far. Yet there must be many drivers who will agree with my sentiments when I class them among the most useful of accessories. I write, feelingly on the subject to-day, having narrowly escaped disaster last night from a charabanc which cut right across in front of me to take a side road.

I was instinctively reminded of a little device which was shown

to me just after the War, and which, I believe, was advertised for a short while. Probably it failed to take on because it was before its time; marketed to-day a different fate might await it. It consisted of a gauntleted glove for the right hand. On the back were fastened two small bull's-eyes, one red and the other white. Either could be illuminated by the simple process of doubling the middle finger so that a metal disc on the finger-tip made contact with one or other discs in the palm.

If one wanted to turn to the right the red bulb was illuminated, the hand, of course, being extended so as to be visible to oncoming traffic. A left turn was indicated by switching on the white light and waving in the recognised manner. A small pocket-lamp battery, housed in the gauntlet, supplied the current.

Commercial Considerations.

I don't know how you feel about it, but whenever I stay at an hotel and find out that commercial travellers are getting off with a lower tariff than I have to pay myself, I get piqued.

It seems to me all wrong that there should be a 25 per cent. discount off the price of a room to a gentleman who has to stay somewhere in the course of his business, while you and I have to pay the full price. The reason for this reduction, of course, is obvious. The commercial traveller is the backbone of the less pretentious hotel all over the country, and the sensible hotel keeper is going to take great care that he does not fall out with a desirable and withal discriminating body in the community.

From my point of view, however, I feel that if I am spending my time and money in the good company of those gentlemen I want to be there on an equal footing: I don't feel that I should pay for the privilege merely because I normally make a habit of sleeping in my own bed. If the hotel keeper can pay his way on the profit he gets from commercials, then he should be satisfied to treat us all alike.

Of course there are places where the lower tariff only gains admittance to the commercial room, but as invariably the only food worth having in such establishments gravitates to this room, while we of the coffee room have to pay a longer price for an oversized table d'hôte, and then go out to dinner, it is not much consolation. Let me tell you that I am seriously thinking of buying a pair of spats and a sample case.

WHY SUCH POPULARITY?

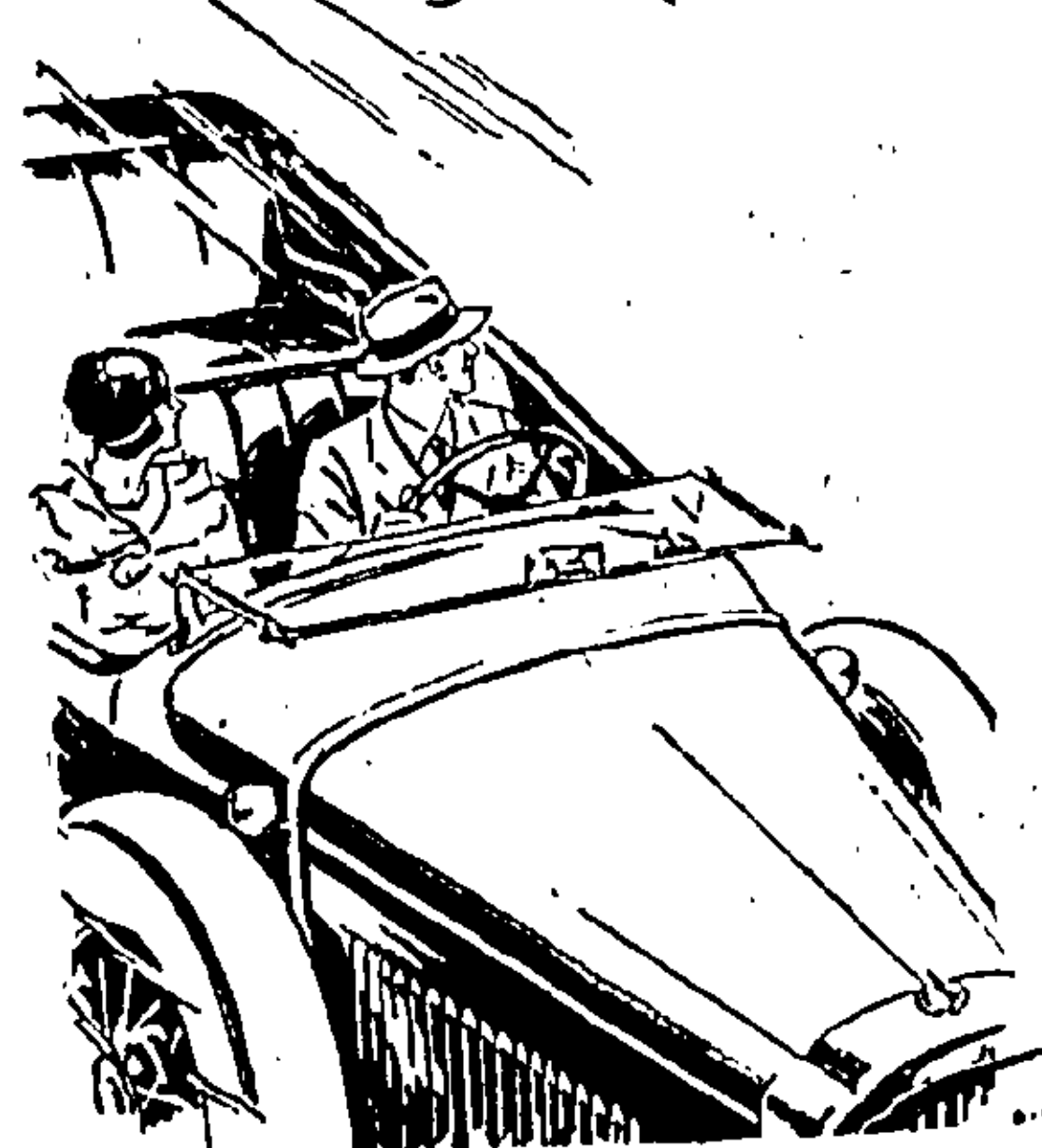
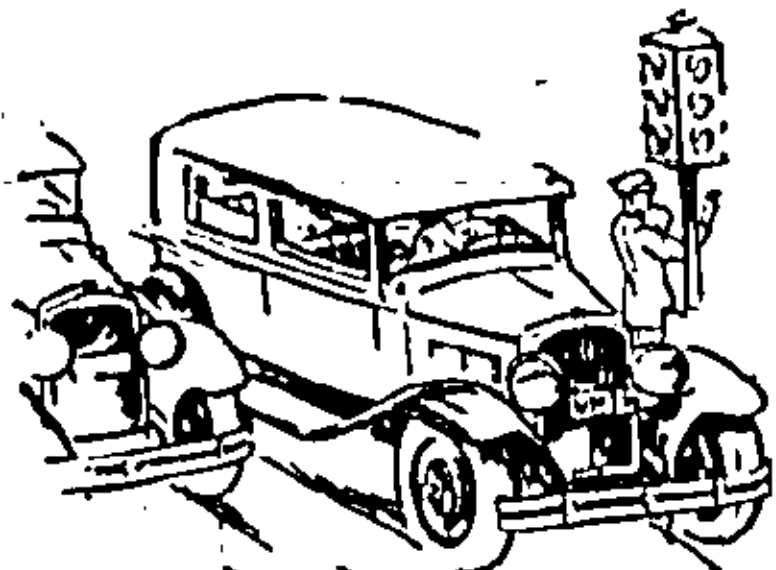
UNLESS you are a Buick owner you probably wonder why the Buick Eight enjoys such tremendous popularity everywhere.

The answer is simple. Just drive the Eight as Buick builds it.

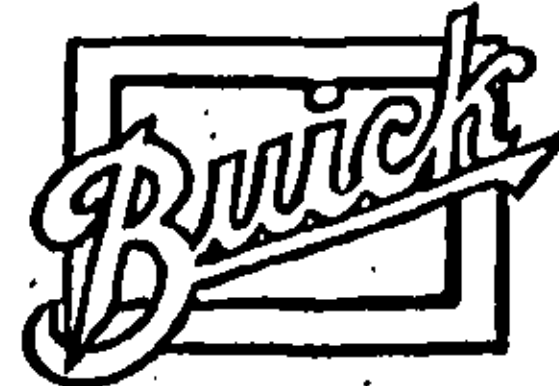
Notice how quietly and gracefully it glides through slow-moving traffic. How quickly and eagerly it responds to the accelerator when you want real speed. How easily and noiselessly the gears shift. How roomy and comfortable it is.

You can relax and enjoy life in its beautiful and luxurious Fisher Body. And as for motoring excellence... Buick's thrilling performance knows no peer.

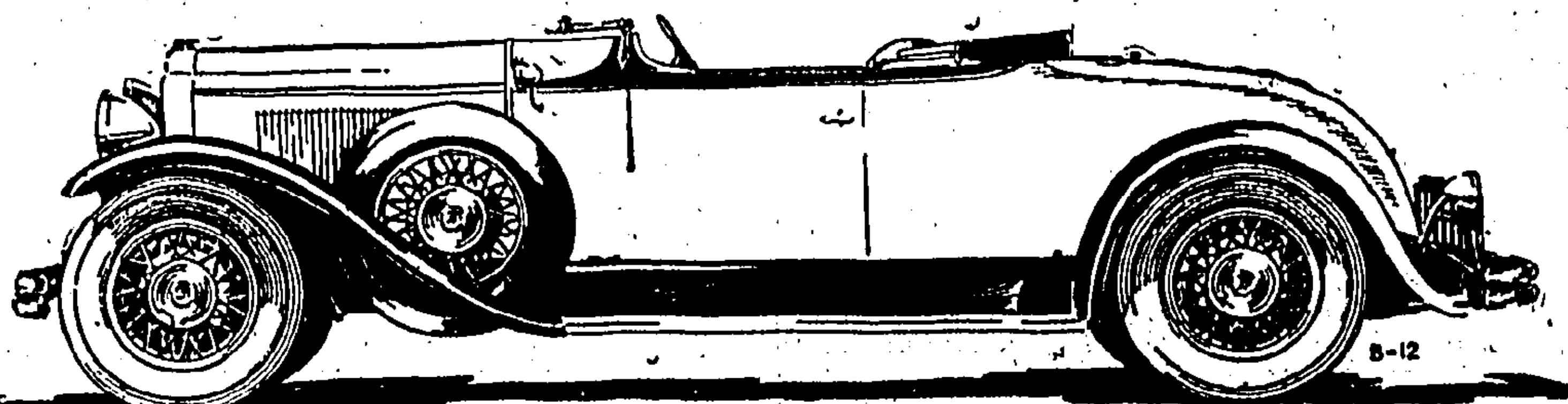
That's why more than 50 out of every 100 men and women who buy cars in Buick's wide price range choose the Eight as only Buick Builds It.



The New



The Eight with Buick's Prestige



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TELEPHONE 30228.

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HAPPY VALLEY

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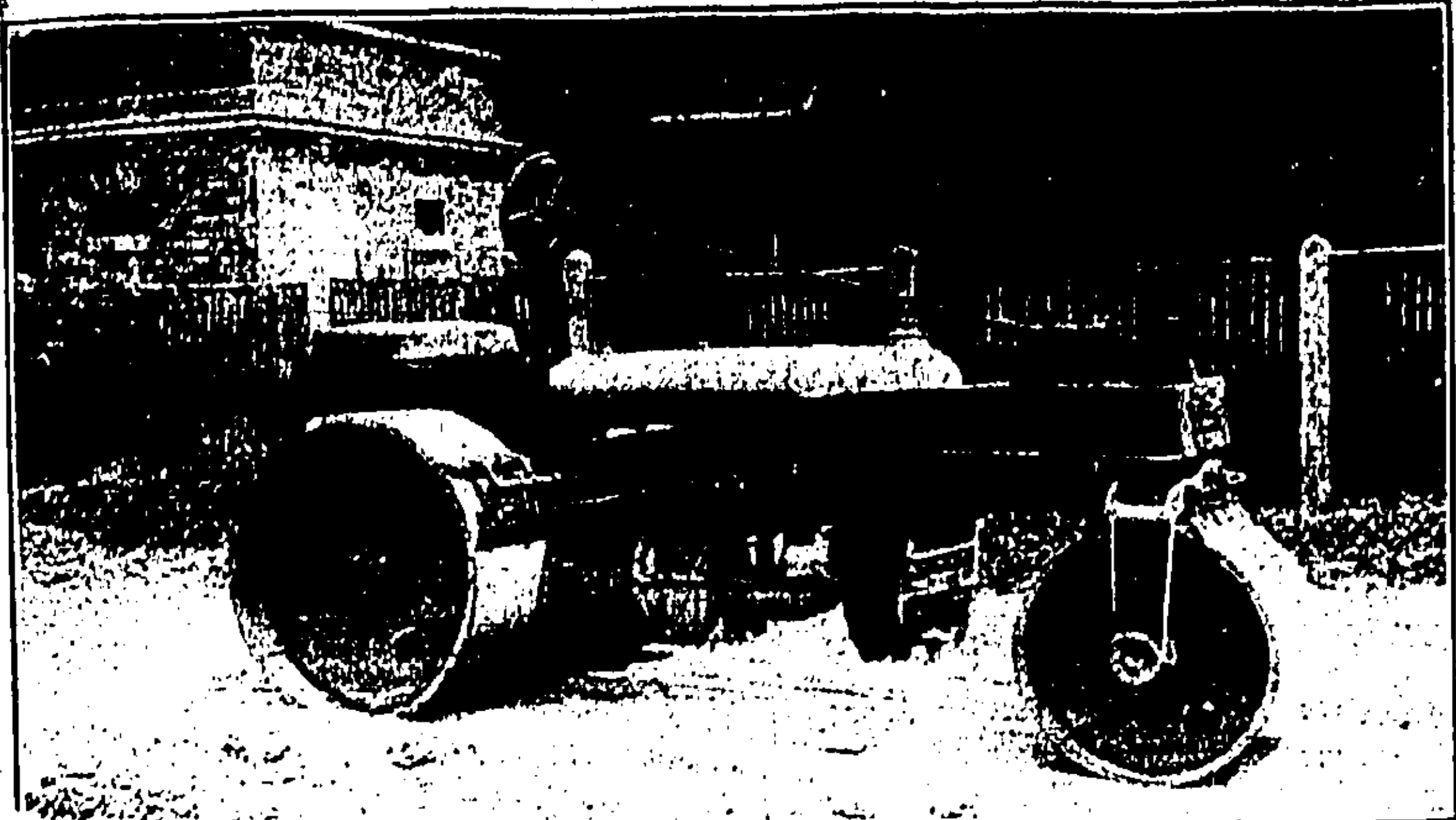
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APPLY TO.

DODWELL & Co., Ltd.

FORD COMPANY FORDSON TRACTORS.



To this tractor have been applied roller attachments fitting the machine for terrain other than for which it was originally designed.

in almost every country in Europe.

Mr. V. Leverett, who won the light car class with his Riley last year has chosen Umea, in Sweden, to start from 2,500 miles from Monte Carlo, while Palermo, in Sicily is the starting point of the three Australian ladies and their "Nines", with which they have already covered 15,000 miles, since they left home, though, of course, partly by sea.

The Maude's Trophy Award

For 1931 the Maude's Trophy has been awarded to Ariel Works in connection with a series of severe tests which were carried out last autumn. The Maude's is, of course, the most coveted trophy of the motor cycling year and is offered annually for the most meritorious test conducted under A.C.U. observation.

The performance for which it has been awarded to Ariel consisted of a number of different tests of 1932 models, known as the "Seven Sevens" trial, since the figure "7" appeared in each. Thus, one machine ran for 7 hrs. at Brooklands, another covered 70 miles in an hour, a third ran for 70 mins. in each of its four gears, and so on.

At the conclusion of the trial, a "Square-four" model, of which all the engine components had been selected at random by A.C.U. Officials, set out to cover 700 miles in 700 mins. at Brooklands. This it did comfortably and then, without alteration, covered a lap of the track at a speed of 37.1 m.p.h.

Who Has It?

An arresting announcement has just made by Leyland Motors, who are offering an award of a hundred guineas to the owner of the oldest petrol-driven Leyland goods 1932.

Long life is an accepted characteristic of their vehicles, but in view of some exceptionally interesting cases of longevity which have recently come to their notice, they wish definitely to establish the age of the oldest Leyland still in regular service.

Talking of old vehicles, an extract from the order book of Commer Cars of Luton, about 1907, is worth quoting for its romantic description. "With straked wheels for Patagonia, with power-hauling gear for New Zealand, and with steel tyres for Siberia". It reads!

Export Orders for Britain.

The Luton factory is busy with both home and export orders.

MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph by R.A.C.]

The Outlook for 1932.

In spite of the trade depression, the British motor industry had a surprisingly good year in 1931 and the optimism of prominent manufacturers at the prospects for the current year is an encouraging sign.

Mr. A.F. Sidgreaves, Managing Director of Rolls-Royce Ltd., has referred to 1931 as an outstanding year, not only for his company, but in the history of motor-ing, for the achievements of Sir Malcolm Campbell, Kaye Don and Stainforth were landmarks. These records Mr. Sidgreaves said will reflect in increased orders from abroad for the whole of the British motor industry. There is a growing demand for British motor cars all over the world and 1932 is likely to be a better year for sales than 1931.

Some Notable Orders.

Kaye Don, by the way, has just taken delivery of his new Rolls-

Royce Continental touring saloon. This has a stream-line body by Mulliner and incorporates various ideas of its owner.

This type of body was introduced over a year ago and is suitable for high speeds over indifferent roads. Special care has been taken in the distribution of weight; the car has a low centre of gravity and the two spare wheels, together with the tool-kit, are carried at the rear, while a large rear container gives ample space for luggage.

The Humber Salpe, of which the Prince of Wales has recently taken delivery, is a light saloon, finished in black with thin red lining, red cloth upholstery and red wheels. Several ingenious body fittings were incorporated in the special order of His Royal Highness and the car is equally suitable either for town or touring.

Another particularly interesting car from this Coventry factory is the Pullman limousine, which H.

H. the Sultan of Zanzibar ordered from Rolls Ltd. This is to be finished in special grey, with smoke blue upholstery and carpets to match and the Royal Arms will be emblazoned on the panels.

1905 And Still Running!

Remarkable testimony to the quality and strength of construction of a body is to be found in the case of a car belonging to the Earl of Derby.

The coachwork in question is a Hooper limousine body, which was originally supplied to Lord Derby in 1905 and was fitted to a Napier chassis. Since then it has been transferred twice and, although over 26 years old, is still in use on a 30 h.p. Armstrong Siddeley chassis. Apart from its wearing qualities, the comfort of this body must be something out of the ordinary for it to have been retained in service for so long.

The Monte Carlo Rally, the most strenuous rally in the world, has this year drawn nearly 30 British entries, including a large number of Rileys. Points are, of course, awarded according to distance covered and competitors must maintain a strict schedule day and night, whatever the road conditions, from starting points

BEWARE EXHAUST GAS.

Never Run Engine in Closed Garage.

A further death by poisoning from exhaust gases in a garage during the month once more emphasises the danger of carbon monoxide.

The Automobile Association has recently issued a showcard covering a number of useful hints which should be observed by motorists when their engines are running in a confined space, worded as follows: "Exhaust gases of motor vehicles are poisonous."

"They contain carbon monoxide (CO), which is invisible, colourless and odourless, but very deadly."

"Carbon monoxide does not asphyxiate, but is definitely poisonous and has caused many deaths."

"Never run an engine in the garage for longer than is absolutely necessary."

"Never run the engine for warming or tuning up unless doors, windows and other ventilators of the garage are open."

"Warm up the engine or tune it up in the open air rather than in the garage."

"Maintain the exhaust system in good condition and free from leakage."

especially for the new Raider and Centaur. On the export side, recent shipments include Avengers to South Africa; Raiders, especially equipped for cinema work, to India, and Centaurs and Raiders for goods and passenger work to Holland, Portugal, Denmark, Australia and so forth. Incidentally, the Carlberg Brothers of Copenhagen, with an output of two million bottles a day, have ordered a 40-50 cwt. model.

Copenhagen evidently has a liking for British vehicles for, when practical tests of three new types of buses were carried out recently before drivers and members of the Tramways Department, one of these secured the highest vote.

In the unofficial ballot as to the comparative merits of the vehicles, of the 31 persons voting, 75 favoured the English vehicle, 3 the Danish and 3 the German. The winning bus in this instance was an A.E.C. 120 h.p. 6-wheel Renown, fitted with a Danish-built body.

For Cross Country Work.

The manner in which motor vehicles are being employed in the commercial development of new countries is well exemplified in the cases of the Rhodesias.

During the 1930 harvest season, for instance, 23,315 tons of maize British-built lorries being exclusively employed for the purpose by the Government, who established these motor transport services with Thornycroft 6-wheelers. These vehicles, have, of course, thoroughly proved their suitability for pioneer transport in undeveloped districts being able

to haul their loads over rough ground and to tackle heavier gradients under any but the very heaviest wet weather conditions. The performance of a vehicle on varying road surfaces is, of course, governed by tractive effort and adhesion. Within limits, tractive effort can be increased by increasing the gear ratio between engine and wheel, but without sufficient adhesion this cannot be taken advantage of. The only way, therefore, to get more adhesion without overloading the driving axle is to drive on more than one axle.

Thus, in the case of Hardy vehicles, a two speed auxiliary gearbox is fitted, which almost doubles the original gear ratio, but having direct drive on high ratio does not reduce the speed on hard roads. To give the necessary adhesion, the front wheels are driven as well as the rear, and to avoid the complication of a differential between the axles, the auxiliary box is so designed that the front wheel drive only comes into operation when the low ratio is engaged.

In this way, on hard roads, the vehicle is a high speed rear-wheel-drive chassis, while for cross-country work, it becomes a powerful low speed all-wheel-drive chassis, with the help up to steering that front wheel drive gives.

A slow-pay customer sent the following note to his garage mechanic: Please send car; if O.K., will send cheque."

The mechanic, however, was not doing any business on such risky terms, so he wrote back: "Send cheque; if O.K., will send car."

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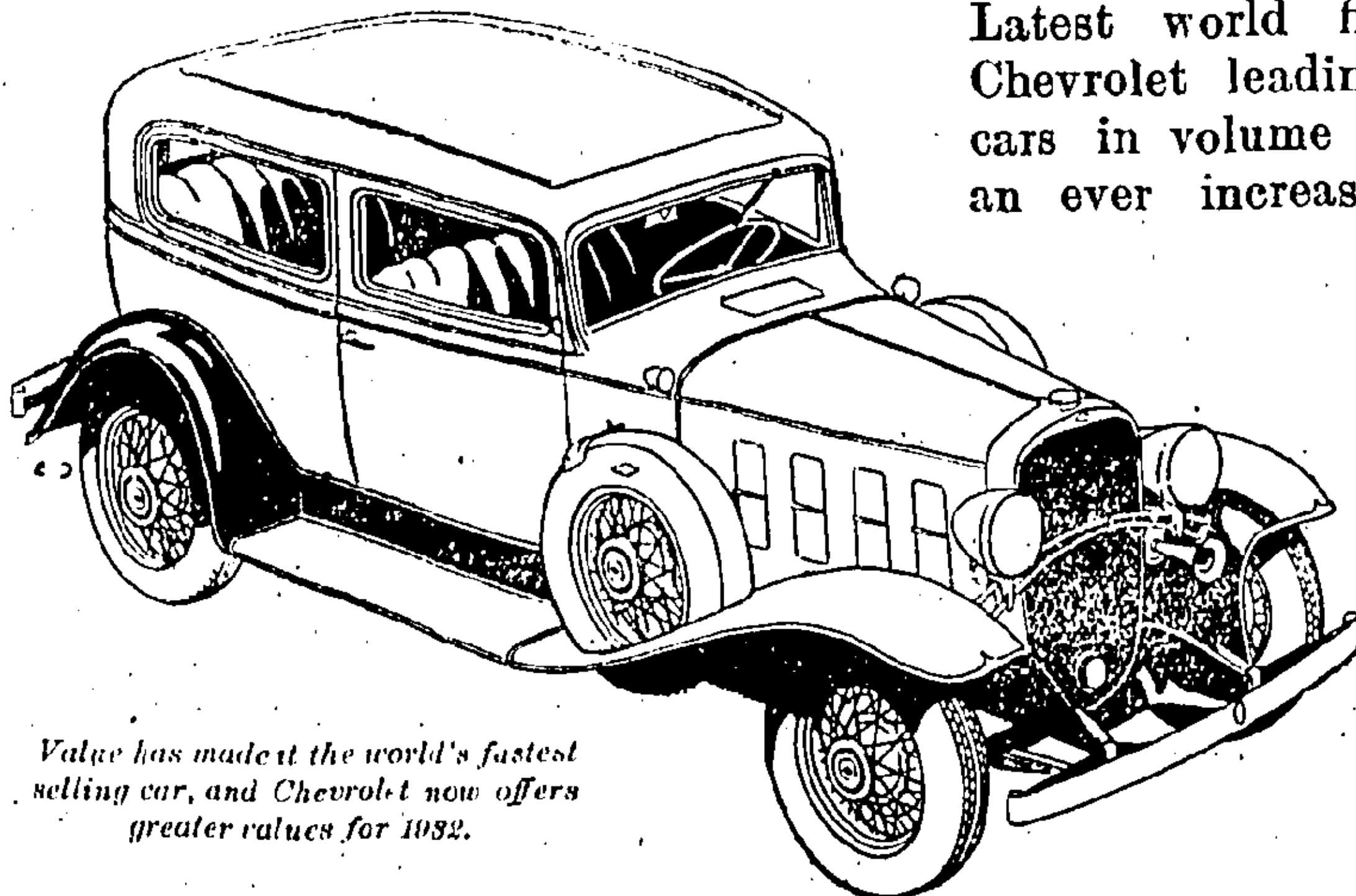
Telephone 30220.

Commenting on the drop in the new licences of new motor vehicles this year, the *Nottingham Evening News* says: "The question arises whether high taxation and drastic control have put an end to the further growth of the motor trade. What a triumph for democracy, if true."

Ellis: I had to walk seven miles last night to get home. Clarn: For goodness sake! Ellis: Of course.

THE WORLD TURNS TO CHEVROLET

Latest world figures show Chevrolet leading all other cars in volume of sales, by an ever increasing margin.



Value has made it the world's fastest selling car, and Chevrolet now offers greater values for 1932.

The world turns from power driven carriages to smart automobiles. From mere machinery to luxurious transportation. From noise to quiet. From vibration to smoothness. From fours to sixes. To Chevrolet.

Sheer value has made Chevrolet the largest selling car in the world. Its beauty as it stands at the curb. Its riding comfort as it takes the road. Its effortless control. Its demonstrated reliability. Its superb performance.

Chevrolet does not rest on its laurels.....offers even greater value for 1932.

See the 1932 Chevrolets. Smart lines have

been made even smarter. The richness of their beauty—the detailed refinements of their finish inside and out—will compel your admiration.

Drive these new models of the world's most popular car. Enjoy their increased power and speed. The new ever-silent gear shift. The thrill of coasting, available at the touch of a button. The built-in smoothness. The sense of mastery and perfect control.

Ask us for a free demonstration. You, too, will agree that Chevrolet is destined for greater popularity than ever.

Every Improvement That Makes a Car Modern.

New Beauty and Luxury
Increased Power and Speed
Controllable Coaster

Silent Synchro-Mesh Gear Shift
Cushioned Power
and many engineering improvements.

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...Silent third

...Speed over 62 miles per hour

...Low slung frame

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Each car equipped as follows without extra charge—Wire wheels—two spare wheels and tyres—leather upholstery—safety glass—special lights on mudguards—stoplight, driving mirror and windscreen wiper.

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PRISON GOVERNOR ATTACKED.

VIOLENT BLOW BY A PRISONER.

A desperate struggle between a West African negro prisoner and warders at Wormwood, Stroud Prison, following a savage attack on the Governor by the prisoner, was witnessed by many of the prison inmates.

As a result of the occurrence the prison Governor, Lieut.-Colonel Johnson, is under medical treatment for a damaged eye and bruised face.

The negro had been reported for insubordination. He was brought before the Governor to be dealt with in accordance with the prison regulations.

The hearing took place in a room on the ground floor in which a table separated the prisoner from the Governor. A warder stood alongside the prisoner—a man of considerable strength.

A Blow in the Face.

At the conclusion of the case the Governor ordered the man punishment diet No. 1—bread and water and confinement to cell.

In a flash the prisoner stretched across the table and gave him a violent blow in the eye damaging also the side of his face.

The warder closed with the man, and sounds of the scuffle attracted the attention of warders in the hall outside the room. They rushed in.

A desperate struggle ensued, and while the negro was carried, fighting, to the punishment cell prisoners on the galleries above watched the struggle with interest.

£5,000 SLANDER DAMAGES.

A DOCTOR'S HONOUR VINDICATED.

London, Jan. 15. A doctor's honour was vindicated, and £5,000 damages were awarded to him in a remarkable slander suit at Pembroke Assizes yesterday against a Welsh landowner.

Judgment was entered, with costs, for the plaintiff, Dr. John Howard Owen, of Fishguard.

The defendant was Mr. Cyril Hugh Sackville Barham, of Letten, a landowner. He conducted his own case.

The slander complained of was that Dr. Owen had neglected his patients and that he had criminally assaulted a 17-year-old patient and had performed as illegal operation upon her.

Commissioner T. Hollis Walker, K.G., before whom the case was heard, in his summing up told the jury there was no evidence that the slander had been justified. No proof whatever had been offered by Mr. Barham. Still he refused to withdraw his allegations when given the opportunity.

Interference Alleged.

The case took a dramatic turn when the hearing was resumed yesterday.

Mr. Barham said that there had been an incident on Wednesday night concerning his main witness, May Lloyd, who, he alleged, had been interfered with. A person got hold of her and prevented him seeing her. Now the girl refused to say a word in support of her statement read on Wednesday.

The Commissioner said that if the girl were called as a witness and refused to answer questions, then would be the time to go into the matter.

Mr. Barham, addressing the jury, said that the girl had been with him for two and a half years, and was perfectly happy.

When the girl found herself in trouble at Bournemouth she wanted to come home, and he and his wife could not understand the reason.

He had taken the girl to see Dr. Owen because she said she did not feel strong enough. The doctor told her then, "I must see you by myself."

Bible Oath Story.

Previous to this, the girl had been very friendly with the doctor, who looked on her as his pet girl, added Mr. Barham. The girl swore on the Bible that the doctor had taken advantage of her. He continued:

"I thought it was my duty to take up this attitude, however, big the man. Letterston is one of the most immoral places I have heard of. Girls of 14 and 16 become mothers and think nothing of it."

Mr. Barham said that he was not in a position to put the girl into the witness box.

Giving evidence he specially denied all the allegations against him in regard to the publication of the alleged slander.

Mr. Barham, in his address to the jury, threw himself on their mercy and asked for lenient treatment on the ground that he acted not on his own behalf, but in defence of a young girl.

The jury, after a few minutes' absence, found for Dr. Owen, with damages as stated above.

MUSSOLINI'S CALL TO AMERICA.

CANCELLATION OF DEBTS URGED.

Rome, Jan. 14. A strong article in the *Popolo d'Italia* urges the United States as a gesture to renounce war debts.

It is attributed to Signor Mussolini, the Italian Premier, as was the article published yesterday, for a "clean slate" in Reparations and debt.

The article is entitled "Before the accomplished fact of Germany's insolvency—a word to America." It says:

"The German Government has informed the world officially through its Ambassadors that Germany cannot pay either Reparations to-day or to-morrow or ever."

"This is the new fact. More than new, it is an accomplished fact. As such it is irrevocable, because it cannot be supposed that Germany did not foresee the consequences of her act."

"Britain, through her Prime Minister, Mr. Ramsay MacDonald, in her turn, informed the world that she was not unwilling to welcome a radical solution."

"The key to the solution therefore lies in the hands of the United States."

The Only Way.

"The time for Ruhr-like occupations is over. Even granting, in the worse of hypotheses, that an operation of this kind—in which Italy would refuse to participate in any form—would be possible, what would become of the Treaty of Locarno, or what would be the fate of the League of Nations?"

"There is but one way to escape from this static situation, which is heaping so many ills upon the world, and that is, that European

PROFESSOR WINS HERESY TRIAL.

HIS ACCUSERS REBUKED.

Capetown, Jan. 15. The long-drawn-out trial, in which Professor Du Plessis, of the Stellenbosch Theological College, was accused of heresy, came to an end to-day when the Professor won his case against the governing body of the Dutch Reformed Church, with costs.

The Supreme Court held that the Church Synod had no right to hear an appeal following the Professor's acquittal by the Presbytery, and the judge severely criticised the secret meetings of the Professor's accusers.

The charges against Professor Du Plessis were based on articles written by him. In one he said that "the story of Adam and Eve is an inspired allegory." He also said that the story of Jonah and the whale "might be regarded as a child's story merely illustrating the divine truth."

"After this first step has been taken, the European creditors should present one united front to the United States. They would, by giving up their credits, have a clear conscience towards asking for a cancellation of the debts owed by them to the United States."

"It is to be thought that the United States would still insist on claiming payments of their credits from European countries that had made a similar concession to Germany?"

"Do you think that the United States would compel the European countries to reconstruct the vicious circle that the Lausanne Conference is supposed to be going to break once and for all?"—United Press.

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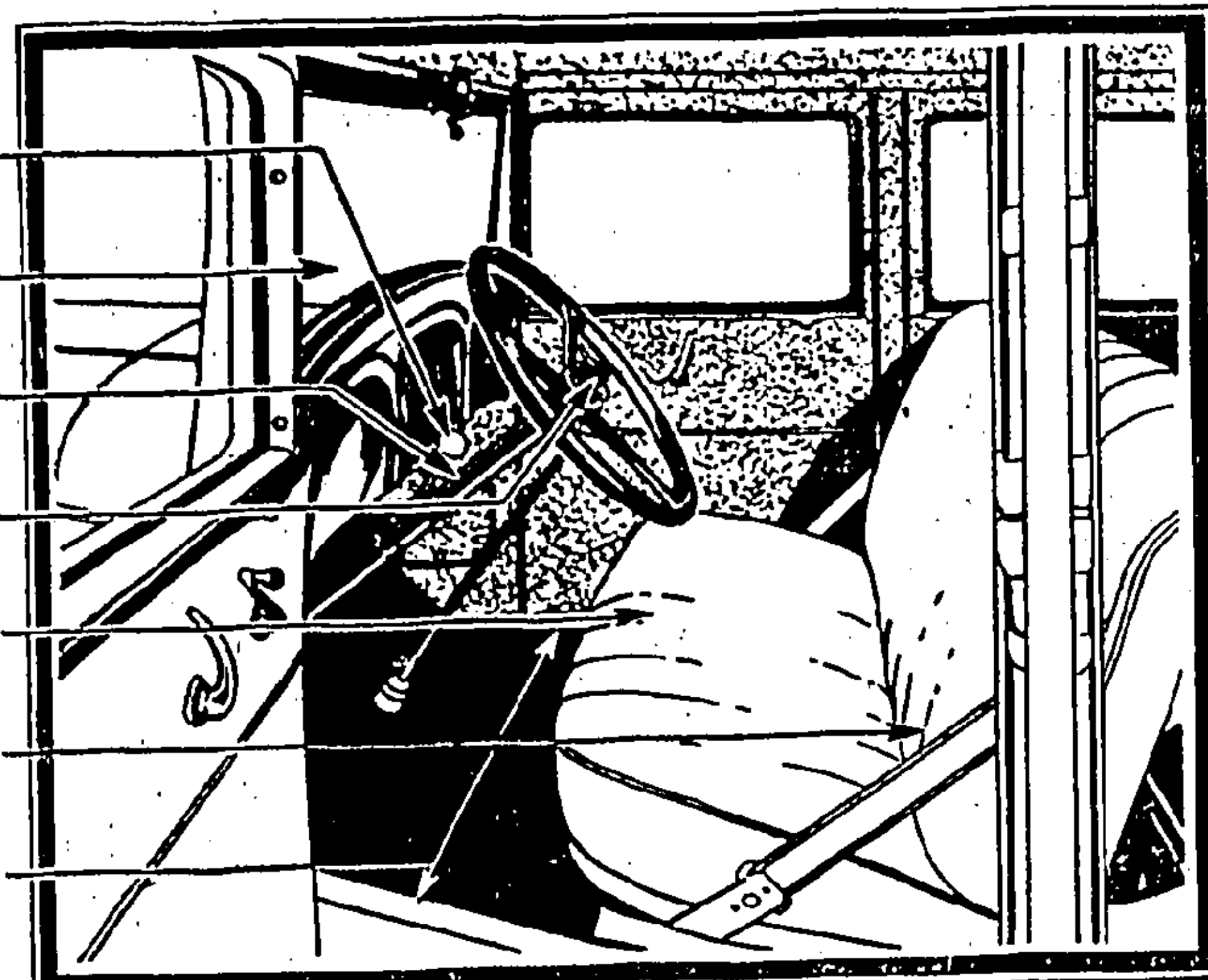
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Six cylinder Willys-Knight 60 H. P. four-point suspension, rubber insulated engine.

Longer wheelbase—113 inches. Wide tread 38 1/2 inches.

Driving seat and backrest adjustable to the angle

that suits you best. More spacious interiors, more floor space, easy access from either door.

Finger-Tip control—a single button at the centre of the steering wheel starts the motor, operates lights, sounds the horn.

Float-Oil suction device to use only clean oil from the top of the supply in the crankcase.

Six wire wheels, adjustable steering post.

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THE HONGKONG & SHANGHAI HOTELS, LTD.

PATHETIC SCENES
AT CHAPEL.MANY REFUSE TO LEAVE
WAR AREA.

FIRING RESUMED.

Shanghai, Feb. 12, 5.49 p.m. Except for the occasional burst of a sniper's rifle, all was calm on the Chapel battle front between eight o'clock and noon this morning, during which period the truce between the Chinese and Japanese forces arranged for the evacuation of the women and children was in effect.

Sharply at eight o'clock a party composed of Father Jacquinot, Major Hayley Bell, his 21-year old daughter, Mary, and thirteen French nuns went about into no-man's-land from the intersection of North Szechuen Road and Jukong Road, a hundred and fifty yards from the northern boundary of the Settlement. Passing through the Japanese lines they entered the battle-ravaged no-man's-land and succeeded in safely taking out some 700 persons.

Sorrowful Procession.

Many people clinging to their meagre possessions and the wretched dwellings which are their homes refused to evacuate, although warned that any further stay might mean death.

While this was going on, thousands upon thousands who had evacuated Chapel were travelling with bag and baggage in the direction of that area, having been misinformed by the Chinese press it was safe to re-enter.

As a result all roads leading to Chapel were jammed with an endless stream of seeking humanity which was turned back at the Settlement boundaries by the Volunteers and military. It was a sad and sorrowful procession which returned, although many waited at the boundary in a vain hope of actually returning to war-devastated Chapel.—*Reuter.*

Topsy-Turvy Conditions.

Shanghai, Feb. 12, 6.25 p.m. The godowns and wharves are now congested. Bank clearances are not being made, difficulties being experienced in unloading.

Over 2,000 refugees were evacuated by the rescue party in the Chapel expedition. As a result of the truce, former Chapel residents availed themselves of the opportunity to return to collect their belongings, resulting in some congestion. Comparative quietness now reigns.

Thousands of Chinese are seeking passages to Ningpo.—*Our Own Correspondent.*

Ministers Arrive.

Shanghai, Feb. 12. The British, American and French Ministers have arrived here from Nanking.

It is understood that local Chinese merchants are approaching them firstly to arrange a further extension of the truce and then to mediate with a view to opening peace negotiations between Nanking and Tokyo.—*Reuter.*

Intermittent Firing.

Shanghai, Feb. 12, 6.25 p.m. Between 9.45 and 11 this morning, over a dozen rifle shots were heard in the North Szechuen Road area, coming from the direction of the Chinese lines; also a trench mortar fired a few times.

Japanese artillery stationed in the Dixwell Road area replied to the Chinese attack at 2.15 this afternoon.

Japanese Attack Expected.

To-day barbed wire and sandbag emplacements were erected at the entrance to the office of the South Manchurian Railway wharf, in Yangtzepoo Road. One machine-gun and another gun have been mounted there facing the roadway, while a heavy Japanese guard is being maintained. It is believed that Japanese troops will be landed there.

The Chinese papers allege that the Japanese are preparing to attack with gas.—*Our Own Correspondent.*

Japanese Open Up With Heavy Howitzers.

Shanghai, Feb. 12, 11.45 p.m. A heavy artillery bombardment of Chapel opened up this evening from Japanese batteries, apparently three miles distant. The flash of the guns was visible all over the Settlement for the first time, and the terrific detonations would make sleep most difficult. The Chinese are replying fitfully with machine-guns and small artillery, but obviously have nothing with which to reach the enemy howitzers now operating against them.—*Reuter.*

British Cruiser Asked to Move Off.

Shanghai, Feb. 12, 3.15 p.m. Admiral Nomura has requested M.S. Berwick, which is lying off Foochow, to move off by three o'clock this afternoon. This is taken as an indication that the Japanese intend to carry out an intensive bombardment of the Chinese positions there.—*Reuter.*

CORRESPONDENCE.

A Happy Suggestion.

[To the Editor, Hongkong Telegraph.]

Sir.—One of the most tragic features of the Shanghai "war" lies in the hundreds of thousands of people who have been thrown out of employment and are now refugees in the International Settlement, many of them dazed and broken in spirit.

Efforts are already being made by the Chinese locally to do something for these unfortunate people and it seems to be an opportunity offers whereby the foreigners can assist and the longstanding football dispute brought to an end.

I would suggest that the Hongkong Football Association arrange a charity match, the whole of the proceeds to go to the Refugee Fund, between the Hongkong Interport team which could not go to Shanghai and the pick of the Chinese clubs.

This rapprochement in a good cause would, I feel sure, result in a permanent reconciliation.—*Yours, etc.,*

OLD CHINA HAND.

Germans Leave Woosung.

Shanghai, Feb. 12, 6.5 p.m. During the four hour truce on the Woosung front, which both sides scrupulously observed, the German teaching staff of the Sino-German college there evacuated for Shanghai, after living in constant fear for their lives since February 3, when the Japanese bombardment began.

Most of the university buildings have been destroyed, but the staff escaped by taking refuge in a dugout during the bombardments. Professor Stubel, who served in the Great War as a doctor in the front line, said that the sights he saw at Woosung were no less terrible. He declared that the commandant of the Woosung forts was among the first casualties, having both arms torn off by Japanese shells. At the risk of his life, Dr. Stubel attended to the Chinese wounded.

Thousands of Chinese took advantage of the truce to evacuate to a place of safety.—*Reuter.*

Artillery Duel.

Shanghai, Feb. 12, 6.25 p.m. This morning there was an artillery duel between Japanese guns of 150 mm. and the Woosung forts. Two heavy guns are now visible at the forts.

Proposals Rejected.

Loyang, Feb. 12. A meeting of the Government and Party leaders has decided to reject the Japanese proposals for demilitarization of the principal ports in China; and has further decided to continue the present firm attitude in respect of the Sino-Japanese situation, especially as regards Shanghai.—*Reuter.*

China and the League.

Mr. Yen informed Sir Eric Drummond at noon to-day that China proposed to exercise her rights under Article 15, and ask for a special session of the Assembly.

It transpires that the Chinese Note was handed to Sir Eric Drummond just before the expiry of the statutory fourteen days delay. It is not a categorical demand for a special Assembly, but declares that China will not exercise her immediate right to summon an Assembly if she receives an assurance that at a later date of the proceedings it will be possible, in agreement with the Council (presumably while the Disarmament Conference is still sitting) to call a special meeting of the Assembly.

Failing such assurances, or arrangement, China must avail herself of her rights.

Attitude Explained.

Mr. Yen's attitude apparently has been dictated by a desire not to embarrass the Council and simultaneously not to sacrifice her most important prerogative.

League circles are of opinion that a meeting will be arranged in the course of a week or ten days, although there is a provision of the Covenant which allows four months to elapse, in certain contingencies, before convening a special meeting of the Assembly. The Council has the right, by a majority, to summon an Assembly at short notice, and it is not likely that the Council will delay in convening an Assembly under the present circumstances.

The Council of twelve is meeting at 5.30 p.m. to consider the Chinese Note, which will be published this afternoon.—*Reuter.*

KWANTI RACES.

GOOD PROGRAMME ASSURED.

[By "Ringtail"]

The last meeting of the Fanling Hunt and Race Club was a big success, although a certain amount of dissatisfaction was caused by some of the fields being depleted, owing to many owners neglecting to send their candidates to the course. Nothing of the kind is likely to affect to-morrow's gathering, plenty of ponies being already on the spot.

The programme, though unpretentious, is quite an attractive one, and the meeting will no doubt be well patronised.

Mr. W. T. Stanton will have a fairly big string of ponies, and it will be advisable to keep an eye on the performers from his well-known stable, especially as Mr. McCann will be riding in the place of Mr. Stanton, who was hurt at the last meeting. My selections are:

1st Race.

Donnabella.
Loch Ryan.
The Quail.

2nd Race.

Rig Ching.
Fernleaf.
Hefty.

3rd Race.

Target.
The Partridge.
Duke of Milan.

4th Race.

Cute.
Mouche.
Herga.

5th Race.

Silver Key.
Sunning.
Brown Eyes.

6th Race.

New King.
Blue Plain.
Silver Arrow.

7th Race.

Mount Elburz.
Cloudy Eve.
Britannic Hall.

DISARMAMENT.

SPAIN'S PROPOSALS PUT FORWARD.

London, Feb. 12. When the general discussion on disarmament reopened at the Geneva conference this morning, Don Aluis de Zuleta, on behalf of the Spanish delegation, put forward a series of statements with a view to strengthening the general convention, which included abolition of all aggressive armaments and limitation of wars, with the publication of each country's stocks of war materials, national and international control of the manufacture of arms, limitation of warships to 10,000 tons; and limitation of gun calibres to 203 millimetres, limitation of submarine tonnage to 1,000 tons with a limited range of action, construction of merchant vessels so that they cannot be fitted with armaments, and abolition of military aviation.

The Czechoslovakian proposals, put forward by Dr. Benes, include acceptance in its whole of the draft convention and its obligation to be interchanged by countries, establishment of a permanent commission, prohibition of chemical and bacteriological warfare, and prohibition of all forms of offensive warfare more especially aerial bombardment of civil populations, these measures to be reinforced by a system of penalties.

Czechoslovakia was willing to submit to the conference a low limit of armaments, of a minimum compatible with its safety, if the other nations were prepared to do the same.—*British Wireless.*

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.

March 1/5½ up 1d.
May 6/7½ up ¾d.
August 6/10½ up 1d.
December 7/¾ up 1d.
Buyers at above prices, sellers asking ¼d-½d more.

New York Terminals.

Holiday—Lincoln's Birthday. Market closed.

REMARKABLE TEST SCORING.

SOUTH AFRICANS OUT FOR ONLY 36.

Melbourne, Feb. 12. In the fifth Test match, South Africa is in a most unfavourable position in a contest notable for very low scoring and numerous catches. South Africa's first innings produced only 36 runs, and Australia replied with 153. South Africa had scored 5 runs with one wicket down at the close of play. Bradman did not bat, evidently a sporting gesture which the tourists must have appreciated. The scores were as follow:

South Africa—1st Innings.
B. Mitchell, c Rigg, b McCabe 2
S. H. Currow, c Oldfield, b Nash 4
J. A. J. Christy, c Grimmett, b Nash 0
H. W. Taylor, c Rigg, b McCabe 1
K. C. Vignoe, c Nash, b Ironmonger 1
H. R. Cameron, c McCabe, b Nash 11
D. P. B. Morkel, c Nash, b Ironmonger 1
C. L. Vincent, c Nash, b Ironmonger 1
Q. McMillan, c Oldfield, b Ironmonger 0
N. A. Quinn, not out 0
A. J. Bell, c Ironmonger 0
Extras 8

Total 36

Bowling Analysis.
O. M. R. W.
Ironmonger 7 5 6 5
Nash 12 6 18 4
McCabe 4 1

Australia—1st Innings.
W. M. Woodfull, b Bell 0
Fingleton, c Vincent, b Bell 40
K. Rigg, c Vincent, b Quinn 22
A. F. Kippax, c Currow, b McCabe 42
M. L. Millan 0
S. J. McCabe, c Cameron, b Bell 13
Nash, b Quinn 0
W. A. Oldfield, c Currow, b McCabe 11
C. V. Grimmett, c Cameron, b Quinn 9
W. O'Reilly, c Currow, b McCabe 13
H. Ironmonger, not out 0
Extras 3

Total 153

Bowling Analysis.
O. M. R. W.
Bell 5 2 3 3
Quinn 2 2 3 3
McCabe 2 2 3 3

South Africa—2nd Innings.
J. A. J. Christy, c and b Nash 0
S. H. Currow, not out 1
A. J. Bell, not out 4
Extras 0

Total (for 1 wkt.) 5

MALTA REPORT.

London, Feb. 12. The report has been issued of the Malta Royal Commission, comprising Lord Askwith, Sir Walter Egerton, and Count De Salis.

It recommends restoration of the Constitution, and the holding of an election at an early date. It also recommends that the services of Ministers should be dispensed with, so that the election may be as far as possible free from political bias and from the allegation that undue influence has been exercised.

The report deals at length with the dispute with the Church, and contains some strong criticism of Lord Strickland, the head of the Ministry.

The Times, which considers the most important explicit and implicit recommendations of the report are those which concern the restoration of the constitution and settlement of the difference with the political, remarks, "It would be regrettable if the mass of Maltese were to suffer for the pugnacity of their politicians, and it would be deplorable if the quarrels of the islanders prevent a settlement of the difficulties between the Imperial Government and the Roman Catholic Church."—*British Wireless.*

Parliamentary Government.

London, Feb. 12. Malta, whose constitution was suspended after a quarrel between the Government and the Roman Catholic clergy, in which the Vatican participated, will once more have a parliamentary government if the British Government accepts the recommendations of the Royal Commission which has been enquiring into the situation.

The Commission urges the restoration of the parliament and strongly advises that the services of the Ministers be dispensed with at the earliest date in order that the election may be as free as possible from political bias.—*Reuter's Special Service.*

The health bulletin of Eastern ports for the week ending the 6th inst. gives the following cases of infectious diseases and the death therefrom: China, 5 cases; 1 death. Smallpox, 1 case; 1 death. Cholera, 1 case; 1 death. Typhoid, 1 case; 1 death. Malaria, 1 case; 1 death. Diphtheria, 1 case; 1 death. Measles, 1 case; 1 death. Scarlet fever, 1 case; 1 death. Whooping cough, 1 case; 1 death. Tetanus, 1 case; 1 death. Syphilis, 1 case; 1 death. Gonorrhoea, 1 case; 1 death. Venereal diseases, 1 case; 1 death. Skin diseases, 1 case; 1 death. Nervous diseases, 1 case; 1 death. Mental diseases, 1 case; 1 death. Total, 15 cases; 15 deaths.

Chorus—In This Hour of Softened Splendour (Smith and Pinault). Chorus—Absence (J. L. Hatton). The Salisbury Singers. 4488.

Carillon Solo—O Come All Ye Faithful.

Kamell Lefevre of Malines. 4580.

Song—Bird Song at Eventide (Barrie and Coates).

Song—Dusk in The Valley (Merodith and Lehmann).

Hubert Elsdell (Tenor). 4812.

Piano Solo—Tango (Albeniz-Godowsky).

Let Poulshoff. 4830.

10.00 p.m. Close Down.

RADIO BROADCAST

ENTIRE MUSICAL NUMBERS OF "PATIENCE."

By Z. B. W. on a wavelength of 365 metres. (845 K.C.'s). 7.00-11.30 p.m. European Programme of Victor and H. M. V. Records. 7.00 p.m. Mail Notice. 7.04-7.49 p.m.

A Selection of Ethelbert Nevin's Music played by The Victor Salon Group and Orchestra directed by Nat Shilkret. C-5. 7.49-8.25 p.m.

Four Chopin Ballads played by Alfred Cortot. M-04. 1. In G Minor 2. In F Major 3. In A Flat Major 4. In F Minor. 8.00 p.m. Local Time and Weather Report.

8.25-9.35 p.m. The Entire Musical Numbers of the Opera "Patience" (Gilbert and Sullivan) under the direction of R. D'Oyly Carte.

9.35-11.30 p.m. Dance Programme. Fox Trot—Rollie Down The River. Fox Trot—Mia Cara. 22433. Fox Trot—Sweepin' The Clouds Away.

Fox Trot—Any Time's The Time To Fall In Love. 22346. Waltz—Laugh Clown Laugh. Fox Trot—The Dance of The Blues. Danube. 21308.

Fox Trot—Thank Your Father. 22326. Fox Trot—Good For You Bad For Me. 20474.

Fox Trot—Rio Rita. 20474. Fox Trot—Kinkajou. Waltz—A Shady Tree. Fox Trot—Dancing Tambourine. 20072.

Fox Trot—Just A Little Closer. Fox Trot—Good Evening. 22489. Fox Trot—Montana Call. Fox Trot—The Moon Is Low. 22392.

Fox Trot—Into My Heart. 22420. Fox Trot—Dark Night. Waltz—Princess Flavia. Waltz—Always. Fox Trot—The Verdict Is Life. 22412.

Fox Trot—Reminiscing. 22412. Fox Trot—All I Want Is Just One. Fox Trot—Dancing To Save Your Soul. 22384.

Fox Trot—On The Sunny Side Of The Street. Fox Trot—Exactly Like You. 22354. Waltz—My Heart Belongs To The Girl Who Belongs To Somebody Else.

Fox Trot—The Song Without A Name. 22435. Fox Trot—Say "Out" Cherie. 22531. Fox Trot—Always In All Ways. Fox Trot—Beyond The Blue Horizon. 22530.

Fox Trot—A Big Bouquet For You. Fox Trot—In Evening A Lot From You. 22516. Waltz—Was It A Dream? Waltz—That Melody Of Love. 21297. Fox Trot—Sing Something Simple. Fox Trot—Lucky Seven. 22538.

Waltz—Beloved. 21339. Waltz—Dream River. 21339. 10.30 p.m. (Approx.). Rugby Press News.

11.30 p.m. "Close Down." All records in the above European programmes are kindly supplied by Messrs. S. Moutrie & Co.

SUNDAY'S PROGRAMME.

10.00-11.00 p.m. Relay of the Morning Service from St. Joseph's Church, Sermon "Nature of Penance" by the Rev. Father F. Joy S.J.

11.00-12.15 p.m. Relay of the Service from St. Paul's Church.

12.15-2.00 p.m. Chinese Recorded Programme.

1.00 p.m. Local Time and Weather Report.

2.00 p.m. Close Down.

8.00-10.00 p.m. European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.

8.00 p.m. Local Time and Weather Report.

8.05-8.16 p.m. Nell Gwyn Dances (German) played by the Band of H. M. Grenadier Guards, conducted by Capt. George Miller. 4071-2.

8.16-8.37 p.m. Moments Musical (Schubert) played by Ethel Leginska (Pianist). 4587-9.

8.37-8.55 p.m. The Merchant Of Venice (Rosse) played by Quentin Maclenn (Organist). 9585-6.

8.55-9.16 p.m. Chauve Souris—A Selection of Russian Songs recorded in the Vaudeville Theatre, London. 4423-5.

9.16-10.00 p.m. A Concert. Orchestral—Chant Sans Paroles (Tchaikowski). Orchestral—Chanson Triste (Tchaikowski).

Court Symphony Orchestra. 3447R. Song—Softly Awakes My Heart (Saint Saens).

Song—Homing (Salmon and Del Rigo). Muriel Brunskill (Contralto). 3328R. Piano Solo—Au Couvent (Borodine).

Piano Solo—Paderewski's Minuet—Paraphrase (Paderewski-Kreisler). Leo Cherniavsky. 3360R.

Chorus—In This Hour of Softened Splendour (Smith and Pinault). Chorus—Absence (J. L. Hatton). The Salisbury Singers. 4488.

Carillon Solo—O Come All Ye Faithful. Kamell Lefevre of Malines. 4580.

Song—Bird Song at Eventide (Barrie and Coates). Song—Dusk in The Valley (Merodith and Lehmann). Hubert Elsdell (Tenor). 4812.

Piano Solo—Tango (Albeniz-Godowsky). Let Poulshoff. 4830. 10.00 p.m. Close Down.



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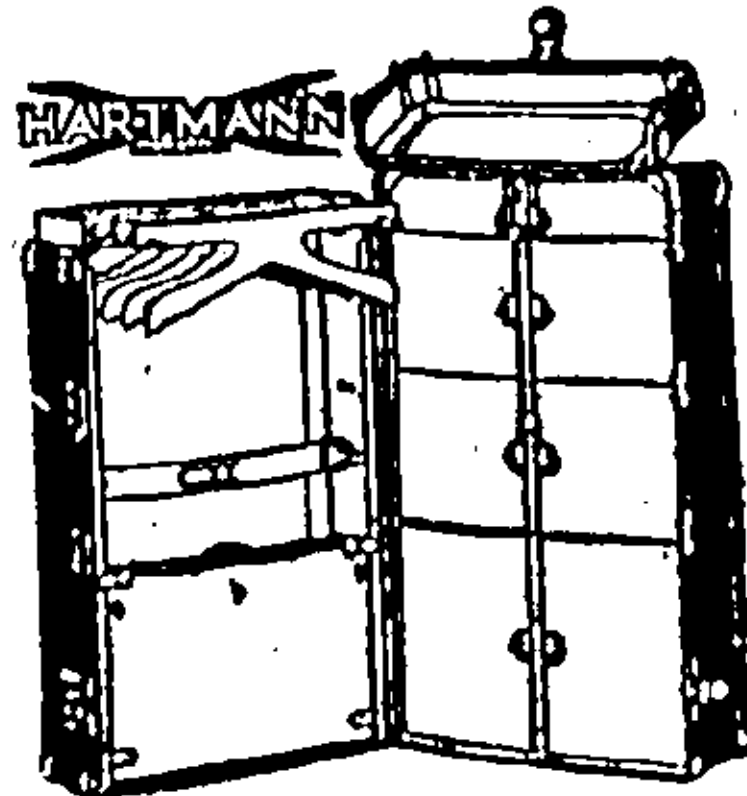
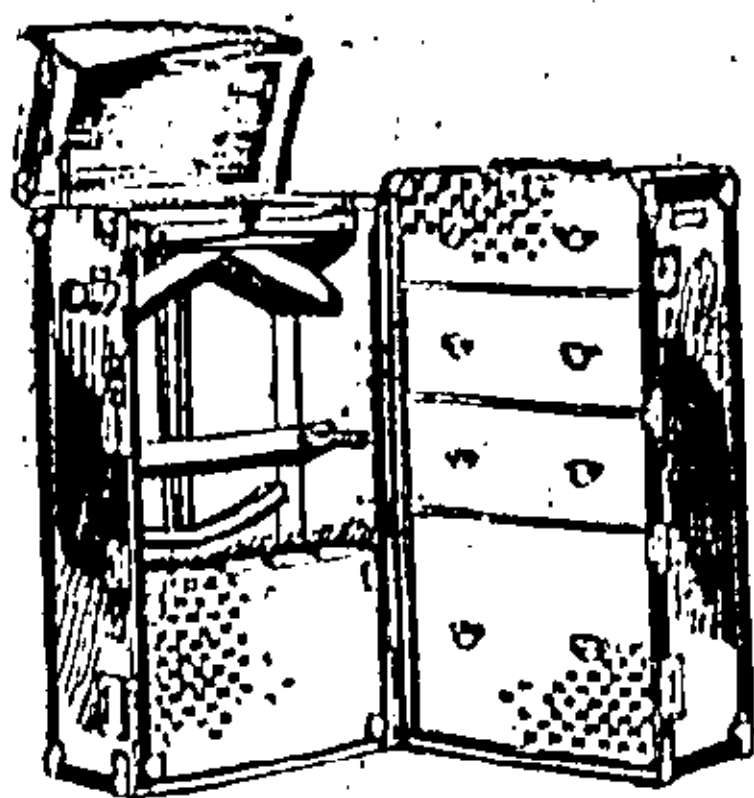
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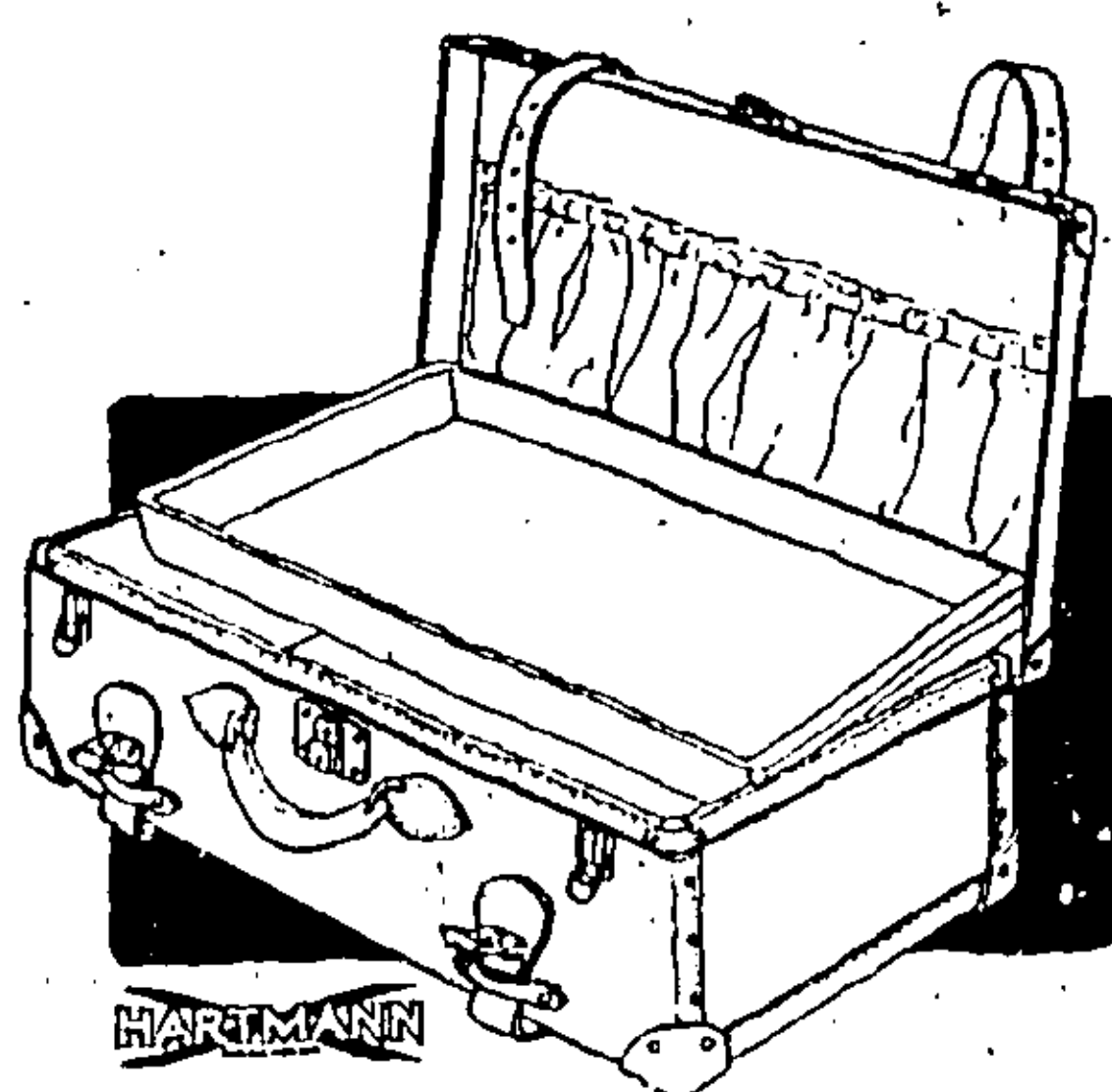


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New Course.

9.28 P. S. Grant, R. C. Law.
9.30 Mrs. Sherry, S. S. Cook.
9.44 J. E. H. Coran, H. How.
10.32 G. V. T. Marshall, E. D.
Matthews.

Old Course.

9.16-9.20 Not to be booked by
travellers on 8.28 a.m. Train.

9.24 E. Lewis, E. des Voeux.
9.28 J. W. Alabaster, I. W. Shewan.
9.32 H. W. Dalley, W. Rigg.
9.36 L. A. R. Duncan, G. Thomerson.
9.40 S. J. H. Fox, R. Stock.
9.44 H. Hampton, D. S. Edward.
9.48 A. C. I. Bowker, C. B. Brown.
9.52 C. W. F. Booker, W. Mulcahy.
9.56 G. C. Worrall, L. M. S. Lloyd.
10.00 L. R. Andrewes, J. B. Lanyon.
10.04 E. O. Priestley, C. Nycock.
10.08 A. D. Humphreys, W. D.
Denham.

10.12 R. C. Webb, H. P. Bailey.
10.16 G. L. Davidson, A. S. Adamson.
10.20 R. A. Campbell, D. G. Bruce.
10.24 C. Williamson, R. Walsham.
10.28 J. P. Sherry, W. A. Stewart.
10.32 W. S. Hillier, H. H. Mundy.
10.36 R. M. Henderson, T. R.
Chassels.

10.40 J. G. Beal, R. H. McBean.
10.44 L. Yates, F. J. Edwards.
10.48 G. T. May, F. M. Hartley.
10.52 A. Leach, R. Young.
10.56 H. S. Dinadale, E. R. Price.
11.00 S. S. Perry, J. N. Grant.
11.04 J. Selby, A. O. Brown.
11.08 W. C. Sheldie, W. R. Vallance.
11.12 N. K. Littlejohn, J. E. Richard-
son.
11.16 F. J. Dowley, G. W. Garrett.
11.20 G. H. Wilson, E. B. Lammert.
*To get caddies from Superintendent.



Joan Pears in "Rain or
Shine", which has its final run
at the central Theatre to-day.

WATERLOO CUP.

BEN TINTO WINS OVER
GET OFF.

London, Feb. 12.
At Aitcar, in the Waterloo Cup
(the blue riband of the coursing
world) Ben Tinto beat Get Off.
Betting was 1 to 3 Ben Tinto.
Reuter.

NEW CLUBHOUSE.

The China Light and Power Recrea-
tion Club's new Clubhouse on King's
Park will be opened to-day at 4.30
p.m. by Mr. A. H. Compton. The
following is the programme:—2.30-
4.15 p.m., children's sports; 4.30-5.00
p.m., opening ceremony; 5.00-6.00
p.m., tea; 9.00 p.m., dance.

CIVIL SERVICE TENNIS.

The Civil Service Cricket Club an-
nounces that the mixed doubles
tennis tournament which was post-
poned from February 7th will be held
on Sunday, 21st inst. at 2.30 p.m.
The ground will not be opened for
tennis to-morrow, as a cricket match
will be played.

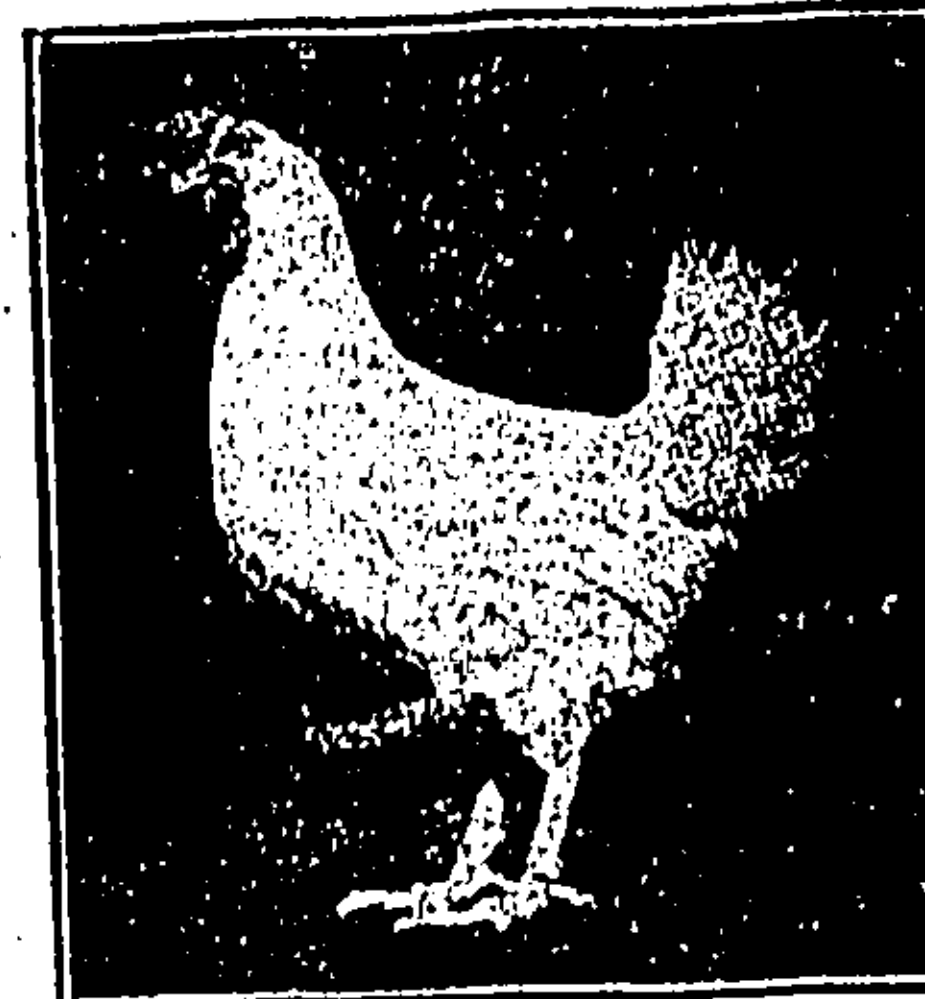
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Spun Crepe 27"	\$1.30 "
Shanghai Crepe 27"	\$1.25 "
Plain Crepe de Chine 38"	\$1.60 "
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Plain Satin 27"	...	from \$1.30 to \$2.20	"
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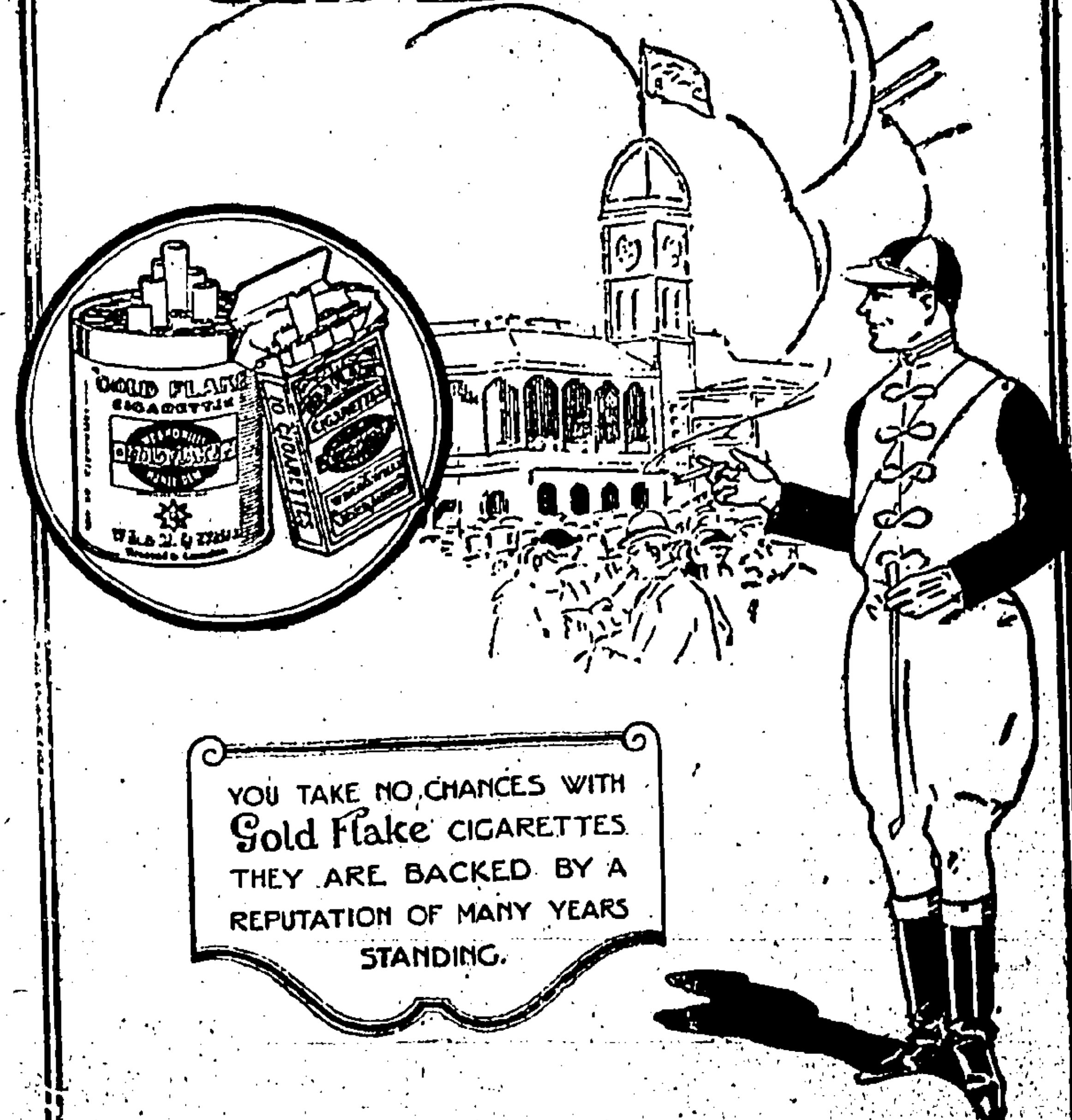
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THERAPION No. 3

that by its use the system is restored to its normal state. It is a powerful medicine, but it is not a drug. It is a natural product of the body, and it is the only remedy that has been found to be effective in all cases of this condition. It is the only remedy that has been found to be effective in all cases of this condition. It is the only remedy that has been found to be effective in all cases of this condition.

LIFTED UP AFRESH.

and a new vitality imparted in place of what had been lost. It is a powerful medicine, but it is not a drug. It is a natural product of the body, and it is the only remedy that has been found to be effective in all cases of this condition. It is the only remedy that has been found to be effective in all cases of this condition. It is the only remedy that has been found to be effective in all cases of this condition.



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SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1370 n.
Chartered Bank, \$12 n.
Mercantile A. and B., \$18 n.
East Asia, \$127 1/2 n.

Insurance.
Canton Ins., \$1,350 n.
Union Ins., 400 n.
China Underwriters, \$4,62 1/2 n.
China Fire, \$500 n.
H.K. Fire Ins., \$1,250 n.

Shipping.
Douglases, \$26 b.
H. K. Steamboats, \$23 n.
Indo-China, (Pref.) \$45 n.
Union Waterways, \$25 n.

Mining.
Benquet, \$11 7/8 s.
Kailans, 25/4 n.
Shai Explorations, Tls. 2.10 n.
Raub, \$39 s.

Docks, etc.
Kowloon Wharves, \$156 n.
Whampoa Docks, \$29 n.
South China Motors \$10 n.
Providents (old), \$15 sa.
Hongkew, Tls. 220 n.

New Engineers Tls. 6 1/2 n.
Shanghai Docks, Tls. 90 1/2 n.
Cottons.

Ewo Cottons Tls. 14 1/2 b.
Shanghai Cottons, Tls. 80 1/2 n.
Zoon Sings Tls. 1 1/2 n.

Lands, Hotels, etc.
H.K. Hotels (old) \$14.10 sa.
H.K. S. Hotels (new) \$13.60 sa.
H.K. Lands, \$78 b.

Shai Lands, Tls. 30 n.
Humphreys' (old) \$19 1/2 sa.
Realities, \$11.05 n.

Public Utilities.
Tramways, \$21.75 b.
Peak Trams, (old), \$15.60 n.
Star Ferries, \$94 1/2 n. X. Div.

China Lights, \$21.60 b.
H.K. Electric, \$77 b.
Macao Electric, \$23 n.
Telephones, \$43 n.

China Buses, Tls. 16 n.
Singapore Traction, 3/4 n.

Industrial.
Malabons, \$38 n.
Canton Ice, \$6 n.
Cements (com.) 17.50 s.

Ropes, \$16.40 b.
Stores, etc.
Canton Farms, \$29 1/4 b.

Watsons, \$16.60 n.
Der A. Wings, \$1 n.
Lane Crawford, \$6 n.
Mackintosh, \$19 b.

Sinceres \$16 n.
Powells, \$3.00 n.

Miscellaneous.
Amusements, \$18 1/4 b.
Entertainments (old) \$16 1/4 n.

HONGKONG SHARE MARKET.

OFFICIAL SUMMARY BY STOCK EXCHANGE.

A somewhat quieter tone prevailed at this morning's session, but prices were more or less unchanged.

Sales.
Providents (Old) \$5.15.
Providents (New) \$2.40.
Hotels (Old) \$14.10.

Humphreys (Old) \$19 1/2.
Trams \$22.
China Lights (Old) \$21.50/21.65.

Electricity \$77 1/2.
Telephones \$24.
Dairy Farms \$20.
Wm. Powell \$18.60.

Construction (New) \$1.90.
Buyers.
Douglases \$26.

Hongkong Lands \$78.
Chinese Estates \$95.
Ewo \$14 1/2.
Hongkong Trams \$21.75.

China Lights (Old) \$21.60.
Hongkong Electric \$77.
Telephones \$23 1/2.
Hongkong Ropes \$16.40.

Dairy Farms \$20 1/4.
Amusements \$18 1/4.
Sellers.
Benquet \$11 7/8.

Hotels (Old) \$14.10.
Shanghai Lands Tls. 30.
Cements (Combined) \$17 1/2.

EXCHANGE RATES.

Previous Day. Yesterday.
Paris 87 1/2 87 1/2
Geneva 17.60 17.60

Berlin 14.7/16 14.15/32
Oslo 18% 18%
Helsinki 22 1/2 20 1/2

Athens 267 1/2 270
Buenos Aires 39% 39%
Shanghai 1/10% 1/10%

New York 3.44 1/2 3.44 1/2
Amsterdam 36.2 32
Vienna 43 1/2 43 1/2

Madrid 43 1/2 43 1/2
Bucharest 57 1/2 57 1/2
Hongkong 1/5.5/16 1/5.5/16

Brussels 24.65 24.65
Milan 66 1/2 66 1/2
Stockholm 17.13/16 17 1/2

Copenhagen 18.3/16 18.3/16
Prague 110 1/2 110 1/2
Lisbon 100% 100%

Rio 4.3/16 4.3/16
Bombay 1/6.5/32 1/6.5/32
Yokohama 2/0.11/16 2/0 1/2

Montevideo 3.96 3.96
Silver (spot) 19.5/16 19 1/2
.. (forward) 19 1/2 19 1/2

— British Wireless.
Constructions (old), \$5.10 n.
S. C. Enterprises \$10 n.

Constructions (new), \$1.80 b.
E. Ind. G. Bonds, \$58% n.
Loans, \$3% b. Prem.

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BATAVIA KLANG SINGAPORE
BOMBAY KODU SINGAPORE
CANTON KUALA SINGAPORE
CANTON KUALA SINGAPORE
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HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital £1,000,000

Reserve Fund £1,000,000
Surplus £1,000,000

Reserve Liability of Proprietors £1,000,000

HEAD OFFICE: HONGKONG.
BOARD OF DIRECTORS.
Hon. Mr. J. J. Paterson, Chairman.

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THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

MENEAR 16th Feb. For Marseilles, London, Rotterdam
MECLAUS 1st Mar. For Marseilles, Ouessant, London,
Rotterdam & Hamburg

LIVERPOOL SERVICE

DOLFIN 20th Feb. For Port Said, Havre, Liverpool,
& Glasgow

AGAMEMNON 5th Mar. For Port Said, Liverpool, Havre
& Glasgow

NEW YORK SERVICE

MESETHREUS 11th Mar. For Boston, New York & Baltimore
via Philadelphia, Port Swettenham & Singapore

PACIFIC SERVICE (via Kobe & Yokohama)

*KION 10th Mar. For Victoria, Vancouver & Seattle
TYNDAREUS 9th Apr. For Victoria, Vancouver & Seattle

INWARD SERVICE

TELESIA 18th Feb. For Shanghai, Kobe & Yokohama
MEMNON 24th Feb. For Shanghai, Kobe & Yokohama

Also cargo steamers with limited passenger accommodation
specially reduced fares.
For freight, passage rates and information apply to the under-
mentioned.

All bookings are subject to the provisions of the Company's
Bill of Lading.

BUTTERFIELD & SWIRE
Agents.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM \$79 to \$120 - ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

Anama Maru ... Wednesday, 24th Feb.

Shinyo Maru ... Tuesday, 8th Mar.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

Hikawa Maru ... Tuesday, 1st Mar.

Iliyo Maru ... Tuesday, 29th Mar.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Hakusan Maru ... Saturday, 20th Jan.

Haruna Maru ... Saturday, 5th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

Kitano Maru ... Saturday, 27th Feb.

Atsuta Maru ... Saturday, 26th Mar.

MANILA

Anama Maru ... Thursday, 18th Feb.

ROMBAY via Singapore, Penang & Colombo.

*Tottori Maru ... Monday, 29th Jan.

Kuga Maru ... Friday, 11th Mar.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Bokuyo Maru ... Sunday, 14th Feb.

NEW YORK, BOSTON via Panama.

LIVERPOOL via Port Said, Constantinople,

Gonos & Marseilles.

*Dolgo Maru ... Monday, 15th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

*Akita Maru ... Monday, 15th Feb.

*Rangoon Maru ... Monday, 29th Feb.

SHANGHAI, KOBE & YOKOHAMA.

*Lima Maru ... Wednesday, 17th Feb.

Atsuta Maru (Nagasaki Direct) ... Fri, 19th Feb.

Kashima Maru ... Saturday, 20th Feb.

*Cargo only.

For further information apply to: NIPPON YUSEN KAISHA

Telephone 30291. (private exchanges to all Depts.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

Destination.	Steamers	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Sandviken Roosling Daviken	Sun. 14th Feb at 7 a.m. Sun. 21st Feb at 7 a.m. Wed. 24th Feb at 7 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Hosang Kutsang Yuonsang	Wed. 24th Feb at 3 p.m. Wed. 2nd Mar at 3 p.m. Sat. 19th Mar at 3 p.m.
TO OSAKA via AMOY, SHANGHAI & KOBE	Kumsang	Fri. 19th Feb at 7 a.m.
TO KOBE via AMOY, YOKOHAMA & OSAKA	Yuonsang	Thurs. 3rd Mar at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Sutsang	Satur. 19th Feb at 7 a.m.
TO SANDAKAN	Hinsang Yusang Mausang	Satur. 13th Feb at 3 p.m. Sun. 14th Feb at 7 a.m. Sun. 28th Feb at noon.
TO TIENTSIN via SWATOW & WAI-HAI-WEI	Yatsing	Tues. 16th Feb at 7 a.m.
TO TIENTSIN via SWATOW & CHEFOO	Cheongshing	Fri. 26th Feb at 7 a.m.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 30311.

General Managers

LADY AVIATRIX ARRIVES.

(Continued from Page 2.)

made by Armstrong-Siddeley. The machine travelled on the boat with her and arrangements have been made to have it taken to Kai Tak Aerodrome where it will be assembled and tested, prior to commencing the flight back to Berlin. Miss von Elzdorf was not prepared to define her homeward route at present, saying that she might change it afterwards, but she hoped to return by way of India.

Miss von Elzdorf holds the German equivalent of the British "B" pilot's licence, enabling pilots to fly for hire or reward, and is also licensed for aerobatics. She said that she has now been flying for four years and is most enthusiastic about aeroplane work.

Miss Elzdorf was very much taken up with Hongkong, describing it as a "wonderful city."

During her sojourn here she will stay at the residence of the German Consul, Doctor Bruno Hahn, at No. 178, The Peak.

STERLING REACTION.

BETTER FEELING ON THE STOCK EXCHANGE.

London, Feb. 12.
There was a decided change of sentiment on the Stock Exchange this morning.

Business was on a better scale, and the general trend was in an upward direction. This is attributed largely to the encouraging advice from Wall Street, and a brighter prospect of agreement on the reparations issue.

Sterling opened at 344½ dollars and 87½ French francs.—*British Wireless.*

ELECTION REFORM.

FRANCE FOLLOWING THE BRITISH SYSTEM.

Paris, Feb. 12.
The Chamber has passed Bills for the suppression of the second ballot in parliamentary elections, and the adoption of the British voting system, by 311 to 9. Woman's suffrage was adopted by 319 to 1, although there is little likelihood of this latter measure passing the Senate.—*Reuter.*



No thank you,
I don't feel very well..

OBTAINABLE
FROM ALL
LEADING
GROCERIES

Then there is more reason still why you should drink some "BEAR BRAND" milk, the very best thing to take when you don't feel quite up to the mark.

In the tropics especially it is a sure cure for all sorts of troubles and positively one of the greatest disease preventives that exist. An ounce of prevention is worth a pound of cure, so don't ever be without a supply of "BEAR BRAND" genuine Swiss Milk.



A. B. MOULDER & CO., LTD

China Building.

Sole Agents for South China.

NEXT CHANGE AT THE CENTRAL!

"THE AGE OF LOVE"

with
BILLIE DOVE

A FRANK LLOYD PRODUCTION.

1932 United Artists Picture.

HAMBURG-AMERIKA LINIE • NORDDEUTSCHER LLOYD

FAR EASTERN MAIL, PASSENGER & FREIGHT SERVICE.

THROUGH BOOKINGS TO AMERICA via EUROPE
AND EUROPE via AMERICA.
BOOKINGS AROUND THE WORLD.

THROUGH BOOKINGS TO LONDON: Cabin Class only.

Arrivals from Europe	Sailings to Europe	Destination.
Sailings to North China & Japan		
(HAL) M.S. "Ermland" ...	17th Feb. Genoa, Marseilles, Rotterdam, Hamburg.	
(NDL) M.S. "Prace" ...	28th Feb. Mar., C'blanca, L'don, A'dam, Rotterdam, Hamburg, Bremen.	
(HAL) M.S. "Duisburg" ...	4th March Genoa, Rotterdam and Hamburg.	
(HAL) M.S. "Trier" ...	5th March Genoa, H'lonn, C'blanca, A'dam, R'dam H'burg, & Bremen.	
11th Feb. (NDL) S.S. "Vogtland" ...	20th March C'blanca, M'Lies, R'dam, H'burg.	
21st Feb. (HAL) S.S. "Alster" ...	29th March M'Lies, Oran, A'dam, R'dam, H'burg and Bremen.	

NDL Hongkong/New Guinea service S.S. "BREMERHAVEN" 20th Feb. 1932 to RABAU and ports.

HAMBURG AMERIKA LINIE
JEBSEN & CO., Agents,
12, Pedder St., Tel. 26691.

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MELCHERS & CO., Agents,
Queen's Bldg., Tel. 28378.

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JEBSEN & CO., Shameen, B.C.

SHIPBUILDERS,
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ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.
SALVAGE TUG "TAIKOO"
V.P.S.N. 600 Metres.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

Sill (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships up to
4,000 Tons displacement.

Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

Tel. Address: "TAIKOODOCK" Hongkong.

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BUTTERFIELD & SWIRE,
Agents.

HONGKONG, CHINA & JAPAN.

GOING HOME IN 1932?

A GLORIOUS OPPORTUNITY

for a Cruise on the World's

Newest Giants

EMPRESS OF BRITAIN

42,500 TONS GROSS

Special sailing from Hong Kong

15th FEBRUARY, 1932.

34 DAYS TO SAN FRANCISCO

53 DAYS TO NEW YORK

60 DAYS TO SOUTHAMPTON

ROUTE:—Chinwangtao (Peiping), Beppu, Kobe (Kyoto, Nara), Yokohama (Tokyo, Nikko, Kamakura), Honolulu, Hilo, San Francisco, Los Angeles, Balboa (Panama Canal), Cristobal, Havana, New York, Cherbourg, Southampton.

Shore trips included at ports of call.

4 DAYS IN PEIPING

9 DAYS IN JAPAN

CANADIAN PACIFIC

ALL THE WAY.



SPECIAL
Round Trip Fares
to
EUROPE.

WEEKLY TRANS-PACIFIC SERVICE To San Francisco, Los Angeles & New York To Seattle & Victoria

Fortnightly sailings on Tuesdays. Fortnightly sailings on Saturdays.
Pres. Grant ... Feb. 15, 4 p.m. Pres. Cleveland ... Feb. 20
Pres. Lincoln ... Mar. 1 Pres. Taft ... Mar. 5
Pres. Coolidge ... Mar. 15 Pres. Jefferson ... Mar. 19

\$79, \$112, \$120 Special through rates to Europe via
with all Atlantic lines. Choice of rail lines across United States
and Canada, liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE.
From HONGKONG to NAPLES ... \$152.5.0d.
" " " MARSEILLES ... \$161.0.0d.
" " " LONDON ... \$169.15.0d.
Full particulars upon application.

Round-the-World

Fortnightly sailings on Sundays via Manila, Straits, Colombo, Bombay, Rues Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.
Pres. Garfield Sun., Feb. 21, 8 a.m. Pres. Harrison S., Apr. 3, 8 a.m.
Pres. Polk ... Sun., Mar. 6, 8 a.m. Pres. Hayes Sun., Apr. 17, 8 a.m.
Pres. Adams Sun., Mar. 20, 8 a.m. Pres. Pierce Sun., May 1, 8 a.m.

To Manila

Pres. Cleveland ... Feb. 13, 6 p.m. Pres. Taft ... Feb. 27, 6 p.m.
Pres. Garfield ... Feb. 21, 8 a.m. Pres. Polk ... Mar. 6, 8 a.m.
Pres. Lincoln ... Feb. 23, 6 p.m. Pres. Coolidge ... Mar. 6, 6 p.m.

CANTON BRANCH—No. 4 Shaker Street.

DOLLAR STEAMSHIP LINES. AMERICAN MAIL LINE

SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good, passenger accommodation).
Homewards to:
Port Said, Genoa, Algiers, Oran, Rotterdam (Amsterdam),
Hamburg, Oslo, Gothenburg and other Scandinavian Ports,
via
Manila and Straits Settlements.

Sailing about
M.V. "FORMOSA" ... 9th Mar.
M.V. "SHANTUNG" ... 27th Mar.
M.V. "NAGARA" ... 27th Apr.

Outwards to:
SHANGHAI, AND JAPAN PORTS.

Sailing about
M.V. "SHANTUNG" ... 20th Feb.
M.V. "NAGARA" ... 18th Mar.

Passenger Rates:
Hongkong to Genoa ... 457
Hongkong to 1st North ... 1862
Continental Ports ... 457

THE SWEDISH EAST ASIATIC CO., LTD.

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GILMAN & CO., LTD. Hongkong. G. E. HUYEN Canton.



Borsalino signifies world's best value in headwear. Unsurpassed for style and quality, it's the hat that makes the man the gentleman. Known the world over for its exactness of fit and hard wearing properties. In varying styles and shades for all really smart men.

SEE THIS BRAND—THE HALL-MARK OF GENUINENESS—IS STAMPED UPON THE LEATHER SWEAT-BAND

Borsalino

COMBINATION HAT 1857

HARBOUR ROUND SERVICE

From Blake Pier every 20 minutes (20, 40 and full)
Day and Night calling at all Vessels on request.

	From 5.00 a.m. to 9.40 p.m.	From 10.00 p.m. to 4.40 a.m.
From Blake Pier to Vessels in harbour		
or from Vessels in harbour to Bl. Pier.		
Adults, single fare	\$0.50	\$0.75
Return Ticket	\$0.80	\$1.20
Party of 2 persons	\$0.80	\$1.20
Party of 3 to 5 persons	\$1.00	\$1.50
Party of 6 to 10 persons	\$1.50	\$2.00
Service men and Children up to 12 years of age (under 3 years free)	\$0.25	\$0.40
Cases & Packages, large	\$0.25	\$0.30
Cases & Packages, small	\$0.20	\$0.25
Documents, letters, newspapers, etc.	\$0.10	\$0.10
Card for 20 trips		\$6.00
Monthly Ticket		\$18.00

The Harbour Round Service Company.

Tel. 23772. Brandt & Co., Managers.



FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti, (Aden) Suez, Port-Said.	To YOKOHAMA via Shanghai and Kobe.
ATHOS II..... 16th Feb.	ANDRE LEBON..... 17th Feb.
D'ARTAGNAN..... 1st Mar.	FELIX ROUSSEL..... 2nd Mar.
ANDRE LEBON..... 15th Mar.	G. METZINGER..... 16th Mar.
FELIX ROUSSEL..... 29th Mar.	G. PHILIPPAR..... 29th Mar.
G. METZINGER..... 12th Apr.	PORTHOUS..... 12th Apr.
G. PHILIPPAR..... 26th Apr.	CHENONCEAUX..... 26th Apr.
PORTHOUS..... 10th May.	ATHOS II..... 10th May.
CHENONCEAUX..... 24th May.	D'ARTAGNAN..... 24th May.

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THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

No. 6/82.—Hongkong Volunteer Defence Corps orders by Lieut. Colonel L. G. Bird, D.S.O., O.B.E., commanding.

Hongkong, Feb. 12.

Parades.

(a) Corps Band.—1. The Band will parade at Headquarters on Monday, 15th, February and Friday, 19th, February at 5.30 p.m.

2. Every member of the Band who is in possession of any Corps Band Instruments must bring them to Corps Headquarters on Friday, February 19 for inspection. This Order must be strictly complied with.

(b) Battery.—1. There will be a lecture on Tuesday, February 16 at 5.30 p.m. at Headquarters for Staff and any one else interested.

2. There will be a parade at 5.30 p.m. sharp at Headquarters for gun drill and signalling on Thursday, February 18.

3. Battery Staff will parade at 2.15 p.m. at King's Park on Saturday, February 20 for O.P. work etc.

(c) Engineer Company.—1. Monday, February 15, Miniature Range, 5.30 p.m.

2. Friday, February 19, Company will proceed to Camp at Pakshawan, leaving by Dowdell's launch at Queen's Pier, 6 p.m. and Kowloon at 6.10 p.m.

Dress—Jackets, slacks and field service caps, overalls will be carried and equipment with rifles and bayonets.

The launch will bring the party back at about 8.30 p.m., Sunday evening, 21st, February.

It is essential that all those going, should send in their names and if this is not done in time to make arrangements, the Camp will have to be cancelled.

3. Monday, February 22, Miniature Range.

4. Thursday, February 25, D. L. training, Wellington Barracks.

(d) Corps Signals.—Parade at Corps Headquarters at 5.30 p.m. on Tuesday, 16th, February, for Buzzer Practice.

(e) Armoured Car Company.—Car Section. There will be a parade at the P.W.D. Garage on Friday, 19th, February.

(f) Machine Gun Company.—1. The Company will close column of Platoons at 5.30 p.m. sharp, in multi at Volunteer Headquarters on Tuesday, 16th, February—Lecture on Repairs and Adjustments by Sgt. Terry in the Lecture Room.

2. All Recruits will parade at Kennedy Road Range under C.S.M. Slattery at 5.30 p.m. on Tuesday, 16th, instant.

(g) Portuguese Company.—1. The Company will parade at Headquarters on Friday, 19th, at 5.30 p.m. sharp, as per Company Training Programme.

2. The Peak Range is allotted to the Company on Sunday, February 28. Details will be issued later.

(h) A.I.L.A.—1. The A.P.C. Section will parade at 5.30 p.m. at North Point on Thursday, 18th, February.

2. The Portuguese Section will parade at Headquarters on Friday, 19th, February.

(i) The Officers Commanding the undermentioned Units will issue their Orders separately to their Commands:

1. Machine Gun Troop.

II. Scottish Company.

Checking of Rolls.

O's. C. Units are again reminded of the importance of checking their Rolls with the Corps Muster Roll in the Adjutant's Office. Copies of the Monthly Strength are forwarded to all concerned to enable any discrepancy to be discovered. (repeated).

Checking of Attendance Register.

O's. C. Units will cause their Attendance Register to be checked with the Corps Attendance Register forth-

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Hongkong, 10th February, 1932.

with in view of the approach of the Annual Efficiency Board. (repeated).

Arms Drill.

O's. C. Units are reminded of the importance of the practice of arms drill as much as possible in view of the approach of the G.O.C.'s Inspection. (repeated).

Promotion.

No. 1511 Cpl. G. P. Ferguson, Machine Gun Troop, promoted Sergeant with effect from 12th, February, 1932.

Struck Off the Strength.

Having Completed 3 years' Service.—No. 1370 Bdm. C. H. Osmond, Corps Band, as from 19.9.31.

Strength.

The following have been taken on the Strength: No. 1777 Gnr. J. S. Beach, Battery, joined 2.2.32.

No. 1778 Pte. S. A. Fowler, A. Car Company, Motor Cycle Section joined 6.2.32.

No. 1779 Pte. H. F. Westlake, A. Car Company, Motor Cycle Section joined 9.2.32.

No. 1780 Tpr. G. W. Tolmie, M.G. Troop, joined 11.2.32.

No. 1781 Pte. H. E. Santos, No. 7 Platoon, joined 11.2.32.

Leave.

2nd Lieut. M. L. de Ville, Battery, granted 10 months' leave from 27.2.32 to 26.12.32.

No. 187 L/Cpl. J. G. Hooper, Engineer Company, granted 9 months' leave from 14.2.32 to 13.11.32.

No. 1635 Pte. D. C. Brodie, No. 7 Platoon, granted 3 months' sick leave from 20.11.31 to 19.2.32.

No. 1766 Pte. A. H. Harbord, No. 9 Platoon, granted 2 months' sick leave from 27.12.31 to 26.2.32.

No. 1331 Pte. K. H. Butler, No. 4 Platoon, granted 12 months' leave from 1.1.32 to 31.12.32.

No. 1387 Pte. F. D. Angus, No. 2 Platoon, granted 10 months' leave from 26.2.32 to 25.12.32.

Machine Gun Competition.

The following is the result of the Machine Gun Competition held at

Lo Wo: 1st No. 4 Pln., M.G. Co. 338 Pts.

2nd, do 326 "

3rd, Car Section 316 "

4th, No. 7 Platoon 312 "

5th, Machine Gun Troop 280 "

6th, Motor Cycle Section 243 "

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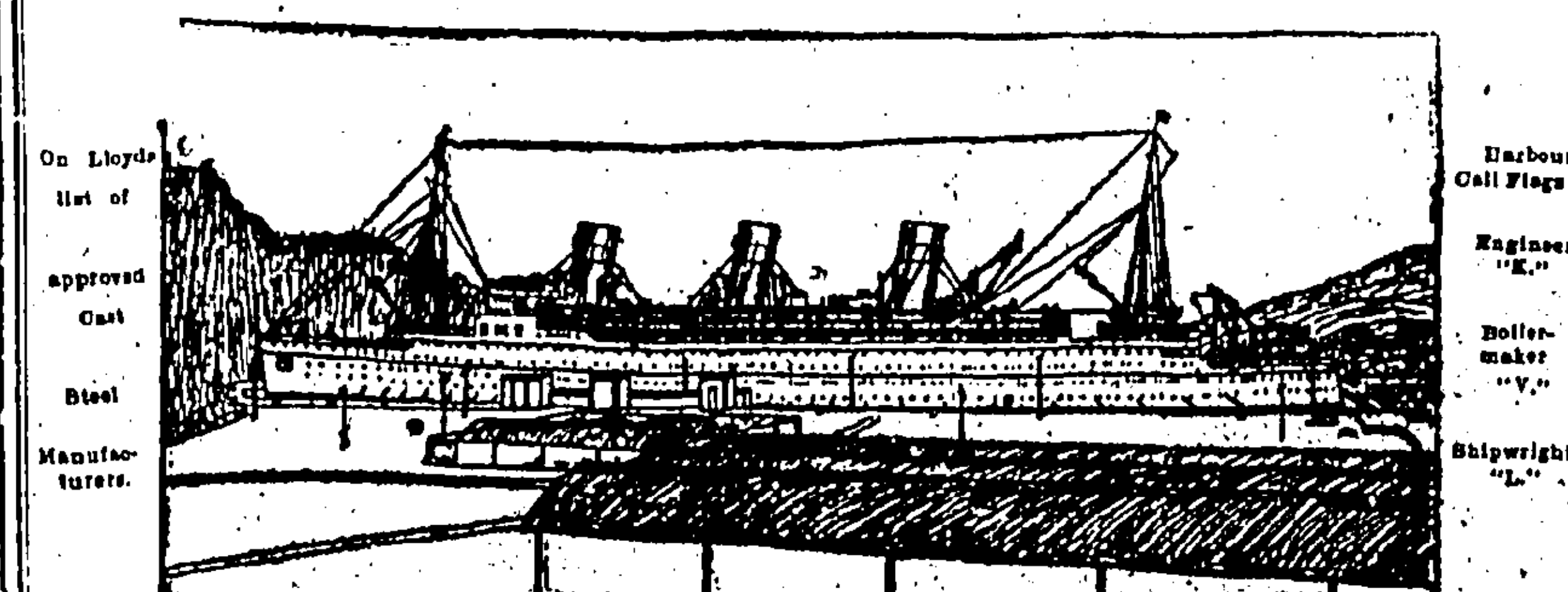
7th, No. 6 Platoon 180 "
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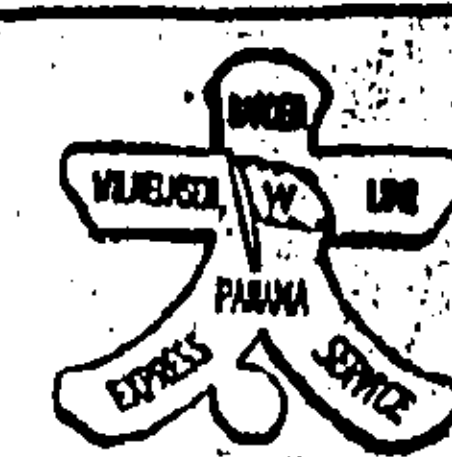
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ISUDAN	6,800	5th Mar.	M'les, L'don, Havre, H'burg, Rotterdam Antwerp & Hull
CANTHAGE	15,000	12th Mar.	Marseilles & London
RAJPUTANA	17,000	26th Mar.	Marseilles & London
*BURDWAN	6,500	2nd Apr.	Bombay, M'les, L'don, Havre, H'burg, R'dam, Awerp & Hull
CORFU	15,000	9th Apr.	Marseilles & London
RAWALPINDI	17,000	23rd Apr.	Bombay, M'les & L'don
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BRITISH INDIA-APCAR SAILINGS.

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SAILING TO SHANGHAI & JAPAN.

1BURDWAN	6,600	21st Feb.	S'hai, Kobe & Yoko
RAJPUTANA	17,000	26th Feb.	S'hai, Kobe & Yoko
SANTHIA	8,000	26th Feb.	Amoy, Moji, Kobe & Yoko
CORFU	15,000	11th Mar.	S'hai, Kobe & Yoko
TALMA	10,000	11th Mar.	Amoy, S'hai, Moji, Kobe & Osaka
RAWALPINDI	17,000	24th Mar.	S'hai, Kobe & Yoko
ISOMALI	6,800	5th Apr.	S'hai, Kobe & Yoko
RANPURA	17,000	7th Apr.	S'hai, Kobe & Yoko
CHITRAL	15,000	21st Apr.	S'hai, Kobe & Yoko
1BANGALORE	6,500	28th Apr.	S'hai, Kobe & Yoko

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REFORMATORY SCHOOLS.

NEW LEGISLATION FOR HONGKONG.

The Gazette contains the draft of an Ordinance to provide for and regulate Industrial and Reformatory Schools.

This Ordinance was one of the two drafted by the Committee appointed to report on the measures required for the institution of Juvenile Courts in Hongkong.

As stated in the Committee's Report, it contains all the main provisions of the old Reformatory Schools Ordinance, No. 11 of 1901, which it repeals, and it provides generally for the institution and regulation of such establishments.

It is closely modelled on the English law and the Straits Settlements Ordinance No. 47, with only such amendments as the Committee considered necessary to suit local conditions.

VERITY SENT TO SWATOW.

AS PRECAUTIONARY MEASURE.

Following communications between the British Consul at Swatow and the naval authorities in Hongkong, the destroyer H.M.S. Verity, left Hongkong for that port early this morning.

Naval authorities stated this morning that the Verity was proceeding only at normal speed and there was no need for panic. No trouble was expected at Swatow, but the destroyer had been sent there merely as a precautionary measure. Already there is a United States gunboat at Swatow.

DOLLAR ADVANCES SLIGHTLY.

STEADY UNDERTONE TO MARKET.

After remaining stationary for some days, the Hongkong dollar advanced 1/8th to-day, the demand rate being 18. 5/8/16d.

London recorded an advance in quotations of 3/16ths ready and 1/8th forward. The Continent was a small buyer and the market was quietly steady. After the official fixing, the market ruled idle, with a steady undertone.

Quotations remain unchanged in New York, where there was a holiday yesterday.

Locally, the market is quite steady, but practically no business is passing.

National Power Scheme.

RAPID PROGRESS LAST YEAR.

London, Feb. 12.

The Central Electricity Board, which was created five years ago, has made remarkable progress on the national power scheme.

The scheme contemplates transmission lines totalling 4,070 miles, and at the end of 1931 more than 2,400 miles had been built. The lines in actual operation aggregate 910 miles.

The progress made last year was so rapid that construction for the country as a whole will probably be completed in 1933. The grid will be set in operation during the current year in Central Scotland and probably by the end of 1933 in other areas.

During last year, the Board placed contracts of £30,000,000 in connection with the scheme.



Frau Marga von Etsdorf, who arrived in Hongkong yesterday, preparatory to a flight to Berlin via Hanoi.

Regarding a previous report made to the police that three bicycles had been stolen by customers from a bicycle shop at Wanchai, subsequent enquiries have disproved the nature of the incident while giving a humorous touch to the affair. It appears that a race was being conducted by enthusiastic youths around the Race Course at Happy Valley when officials of the Jacky Club intervened, and the riders were content to leave their machines in the hands of these officials while they disappeared. It is understood that the machines have since been returned to the shop from which they were hired.

GIANT CUNARD PROSPECTS.

HOPE OF RESUMPTION OF WORK.

London, Feb. 12.

The Prime Minister is making excellent progress towards recovery after the recent operation to his left eye. His visitors to-day at the Park Lane nursing home included Mr. David Kirkwood, one of the left wing members of the Labour Opposition, who represents Clydebank, where the abandonment of work on the giant Cunard Liner has increased unemployment.

He discussed the outlook with the Prime Minister and later expressed the belief that work on the liner will before long be resumed.

—British Wireless.

INFLATION IN AMERICA.

CREDIT EXTENSION BILL APPROVED.

Washington, Feb. 12.

The Banking Committee of the Senate has approved the Credit Extension Bill, which empowers the Federal Reserve Bank to use all its assets above the statutory 40 per cent. gold reserve as collateral for notes.

The object is to thaw out some of the frozen credits in the country's numerous banks.

Mr. Meyer, the Governor of the Federal Reserve Board, told the Senate Committee that under the Bill, about \$750,000,000 of "free gold" in the Federal Reserve Bank would be released.

—Reuter's American Service.

POPULARITY OF RADIO.

OVER FOUR MILLION LISTENERS.

London, Feb. 12.

The number of wireless licences in force at the end of January showed an increase of 143,000 over the previous month.

The total now is 4,473,227, including 29,522 free licences for blind persons.

—British Wireless.

According to our Wuchow correspondent, the stupendous task of registering all deeds in Kwangsi Province is being carried out by the Provincial Department responsible for this branch of the government. The registering of the deeds is compulsory and a small fee is charged for each piece of property recorded.

FINAL SHOWINGS TO-DAY

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